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THE NAVAL BATTLES
OF THE
RUSSO-JAPANESE WAR.
BY
Captain Togo

Tokyo
GogakuKyokwai
1907

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Mr George Shima.

Errata.

Page 1, line 6	For DEPARTUE	Read DEPARTURE
Page 47, line 9	For Idzumo	Read Idzumi
Page 54, line 15	For unconcious	Read unconseious
Page 57, line 11	For ex-istence	Read existence
Page 102, line 1	For as, well as	Read as well as
Page 108, line 10	For rendez-vous	Read rendezvous
Page 111, line 26	Ditto	
Page 112, line 12	For singnalled	Read signalled
Page 119, line 22	For <i>Anrstney</i>	Read <i>Anastney</i>
Page 120, line 11	For Admrl	Read Admiral

THE NAVAL BATTLES
OF THE
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Admiral Togo.



Vice-Admiral Uriu.



Captain Togo.



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M A N C H U R I A

Mukden.

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Liaotung Gulf.

LIAOTUNG

Laotie-shan. Port Arthur.

Talien.

38

Yellow River.

Korea Bay.

Chifu.
Weihaiwei.

SEA

Uolmi Is.

Phalmi Is.

Asa

36

Tsintau.

Baker Is.

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Shingle Is.

SCENE OF THE NAVAL
ENGAGEMENT OF THE
RUSSO-JAPANESE WAR

Ninepin Ro

Korean

Quelpart I.

32

0 50 100 150 200

Scale 110 English Statute Miles to One Inch.



SEA OF JAPAN

Vladivostok.

Gensan.

Seoul.
ulpo.

Matsu Shima.

Liancourt Rocks.

(28)May.

Oki.

Ulsan.

Masampo.

Fusan. (14)Aug.

Korean Strait.

Maidzuru.

Tsushima.

Miura Bay. (27)May.

Oki no Shima.
Shimonoseki.

Hiroshima.

Shikoku.

Kyushu.

Iki.

Shijiki Hill.

Saseho.

Eboshi-yama.

PACIFIC OCEAN

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TG

PREFACE

CAPTAIN TOGO, the author of this book, is a nephew of Admiral Togo whose fame has reverberated through the whole world, and whom all our Navy respects as a gallant man of arms.

The Captain took an active part in all the naval engagements of the late Russo-Japanese War, during which he kept a diary, noting down all his movements and observations and interpolating poems of his own composition ; and it speaks well for the strength and loftiness of his mind that he was capable of composing poetry during such hot and exciting actions.

Making use then of this diary he wrote and published a book in Japanese entitled : "Naval Engagements of the Russo-Japanese War," containing many facts which have never appeared in any paper or official report. The descriptions too are so vivid and realistic that the reader feels as if he were actually present at the scenes described.

The Language Association, wishing to have the book read by English speaking people abroad, obtained the author's permission to translate it, and asked me to undertake the task. Imperfect my translation may be, but I have followed the original text with the greatest closeness, and at-

tempted to render into plain and simple English its exact meaning. For the naval terms used in the book I have consulted a few specialists as well as the author and asked for their revision; while one or two passages relating to Vice-Admiral Uriu have had his personal perusal and endorsement.

In conclusion I wish to express my sincere indebtedness to Prof. Austin Medley and Prof. T. Murai, my colleagues at the Tokyo School of Foreign Languages for the help they gave me in my work.

J. TAKAKUSU

TRANSLATOR.

June 25th, 1907.

**Table of War-vessels and their Commanding Officers
Mentioned in this Book.**

Service Formation.

THE FIRST DIVISION.

Commander-in-chief of the Combined Fleet,
Vice-Admiral Heihachiro Togo,
Flagship Mikasa.

THE FIRST SQUADRON.

In Command, Rear-Admiral Tokioki Nashiha,
Flagship Hatsuse.
Chief of the Staff,
Captain Hayao Shimamura.
Battleships: Mikasa, Asabi, Fuji, Yashima, Shikishima, and Hatsuse.
Despatch Vessel Tatsuta.

THE SECOND DIVISION.

Commander-in-chief of the Second Squadron,
Vice-Admiral Hikonojo Kamimura,
Flagship Idzumo.

THE SECOND SQUADRON.

In Command, Rear-Admiral Sotaro Misu,
Flagship Iwate.
Chief of the Staff,
Captain Tomosaburo Kato.
Armoured Cruisers: Idzumo, Yakumo, Asama, Tokiwa, and Iwate.
Despatch Vessel Chihaya.

THE THIRD DIVISION.

In Command, Rear-Admiral Shigeto Dewa,
Flagship Chitose.

Cruisers : Chitose, Kasagi, Takasago, and Yoshino.

THE FOURTH DIVISION.

In Command, Rear-Admiral Sotokichi Urin,
Flagship Naniwa.

Cruisers : Naniwa, Takachiho, Niitaka, and Akashi.

THE FIRST DESTROYER FLOTILLA.

Commandant, Captain Shojiro Asai.

Torpedo Boat Destroyers : Shirakumo, Kasumi, Asashiwo, and Akatsuki.

THE SECOND DESTROYER FLOTILLA.

Commandant, Commander Ichiro Ishida.

Torpedo Boat Destroyers : Ikadzuchi, Inadzuma, Oboro, and Akebono.

THE THIRD DESTROYER FLOTILLA.

Commandant, Commander Kokin Tsuchiya.

Torpedo Boat Destroyers : Usugumo, Shinonome, and Sazanami.

THE FOURTH DESTROYER FLOTILLA.

Commandant, Commander Gunkichi Nagai.

Torpedo Boat Destroyers : Hayatori, Harusame, Murasame, and Asagiri.

THE FIFTH DESTROYER FLOTILLA.

Commandant, Commander Iwajiro Mano.

Torpedo Boat Destroyers : Kagero, Shiranui, Murakumo, and Yugiri.

THE NINTH TORPEDO-BOAT FLOTILLA.

Commandant, Commander Junkichi Yajima.

Torpedo-boats : Aotaka, Kari, Hato, and Tsubame.

THE FOURTEENTH TORPEDO-BOAT FLOTILLA.

Commandant, Lieutenant Commander Yoshimaru Sakurai.

Torpedo-boats : Manadzuru, Chidori, Hayabusa, and Kasasagi.

I. Battle Near Phalmi (Hachibito) Island.

THE FOURTH DIVISION.

In Command, Rear-Admiral Sotokichi Uriu,	Flagship Naniwa.
Senior Staff Officer,	Lieutenant Commander Keizaburo Mōriyama
Staff Officer,	Lieutenant Shoshin Taniguchi.
Captain of the Naniwa,	Captain Kensuke Wada.
Captain of the Takachiho,	Captain Ichibei Mori.
Captain of the Niitaka,	Commander Yoshimoto Shoji.
Captain of the Akashi,	Commander Teishin Miyaji.
Captain of the Asama,	Captain Rokuro Yashiro.
Captain of the Chiyoda,	Captain Kakuichi Murakami.
Captain of the Chihaya,	Commander Masayoshi Fukui.

THE NINTH TORPEDO BOAT FLOTILLA.

Commandant, Commander Junkichi Yajima.

THE FOURTEENTH TORPEDO BOAT FLOTILLA.

Commandant, Lieutenant Commander Yoshimaru Sakurai.

II. Battle off Ulsan.

Commander-in-chief of the Second Squadron,
Vice-Admiral Hikonōjo Kamimura,
Flagship Idzumo.

THE SECOND SQUADRON.

In Command, Rear-Admiral Sotaro Misu,	Flagship Iwate.
Chief of the Staff,	Captain Tomosaburo Kato.
Senior Staff Officer,	Commander Tetsutaro Sato.
Captain of the Idzumo,	Captain Sueyoshi Ijichi.
Captain of the Adzuma,	Captain Koichi Fujii.
Captain of the Tokiwa,	Captain Shigetaro Yoshimatsu.
Captain of the Iwate,	Captain Sadakuni Taketomi.

THE NINTH TORPEDO BOAT FLOTILLA.

Commandant, Commander Junkichi Yajima.

THE FOURTEENTH TORPEDO BOAT FLOTILLA.

Commandant, Commander Naoshi Kasama.

THE FOURTH DIVISION.

In Command, Vice-Admiral Sotokichi Uriu,

Flagship Naniwa.

Staff Officer,

Lieutenant Commander Keizaburo Moriyama

Captain of the Naniwa,

Captain Kensuke Wada.

Captain of the Takachiho,

Captain Ichilei Mori.

Captain of the Niitaka,

Commander Yoshimoto Shoji.

Captain of the Tsushima,

Commander Takehide Sento.

III. Battle of the Sea of Japan.

THE FIRST DIVISION.

Commander-in-chief of the Combined Fleet,

Admiral Heihachiro Togo,

Flagship Mikasa.

THE FIRST SQUADRON.

In Command, Vice-Admiral Sotaro Misy,

Flagship Nisshin.

Chief of the Staff,

Rear-Admiral Tomosaburo Kato.

Senior Staff Officer,

Commander Shinshi Akiyama.

Captain of the Mikasa,

Captain Hikojiro Ijichi.

Captain of the Shikishima,

Captain Inazo Teragaki.

Captain of the Fuji,

Captain Wa Matsumoto.

Captain of the Asahi,

Captain Komei Nomoto.

Captain of the Kasuga,

Captain Sadakichi Kato.

Captain of the Nisshin,

Captain Heitaro Takenouchi.

Captain of the Tatsuta,

Commander Bunzo Yamagata.

THE SECOND DIVISION.

Commander-in-chief of the Second Squadron,

Vice-Admiral Hikonojo Kamimura,
Flagship Idzumo.

THE SECOND SQUADRON.

In Command, Rear-Admiral Hayao Shimamura,
Flagship Iwate.

Chief of the Staff,	Captain Koichi Fujii.
Senior Staff Officer,	Commander Tetsutaro Sato.
Captain of the Idzumo,	Captain Sueyoshi Ijichi.
Captain of the Adzuma,	Captain Kakuichi Murakami.
Captain of the Tokiwa,	Captain Shigetaro Yoshimatsu.
Captain of the Yakumo,	Captain Yushin Matsumoto.
Captain of the Asama,	Captain Rokuro Yashiro.
Captain of the Iwate,	Captain Reijiro Kawashima.
Captain of the Chihaya,	Commander Rinroku Eguchi.

THE FOURTH DESTROYER FLOTILLA.

Commandant,	Commander Kwantaro Suzuki.
Captain of the Asagiri,	Lieutenant Commander Nobutaro Iida.
Captain of the Asashiwo,	Lieutenant Commander Dan-ichi Nanri.
Captain of the Shirakumo,	Lieutenant Commander Seiyu Kamada.
Captain of the Murasame,	Lieutenant Commander Kenzo Kobayashi.

THE THIRD DESTROYER FLOTILLA.

Captain of the Usugumo,	Lieutenant Commander Chukichiro Masuda
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THE NAVAL BATTLES OF THE RUSSO-JAPANESE WAR:

A Captain's Account.

By Kichitaro Togo.



CHAPTER I.

OUR DEPARTURE FROM PORT AND THE BATTLE NEAR PHALMI ISLAND.

At 1 a.m. on the 6th of Feb. in the 37th year of Meiji (1904) Admiral Togo, commander-in-chief of our combined fleets, summoned all the Captains and Commanders of the Japanese navy on board his flag-ship the Mikasa. Standing in a dignified yet reverential attitude, he delivered to the assembled officers the Imperial commands that the Russian fleet should be defeated, and at the same time gave orders for our Fourth Squadron to leave port at 2 p.m. on that day to clear the enemy out of Chemulpo, and act as convoy for the military expedition to be sent there.

At that time we could not know for certain whether the troops would land at Chemulpo or Asan, as we were waiting for the report of our lookout ship the Chiyoda. Saseho presented an aspect full of activity and interest that night. There were over a hundred of our war-ships and other vessels all shining with lights bright as stars. Innumerable boats were busily flying to and fro. Such a sight could not fail to inspire one with a spirit of daring and firm conviction of victory.

When the glorious dawn tinged the hill tops of Eboshiyama with light, we gazed at the familiar mountains and sea surrounding us. One night appeared to have wrought a cheerful change in them. Our chagrin and disappointment at the delay of our sailing orders were dispelled by the morning breeze now driving the belated mist of night before it. Officers and men alike went about with happy smiles on their faces, and cheerful words on their lips. At 9 a.m. the destroyer flotillas got into movement and left the harbour one after another, all the shipping manning yards and giving three *Banzais* as a parting salute. It was indeed a thrilling sight, and one I am incapable of describing.

After the departure of the destroyers, the Third Squadron weighed anchor, then the Second, then the First, and finally our squadron, the Fourth, followed suit, and set out to fulfill her allotted task.

At 1.45 p.m. our cruiser the Naniwa hoisted at her gaff the glorious ensign used at the Battle of the Yellow Sea in the Japan-China War.

The auspicious motto "Buun Hosho"—May good fortune in war be yours—written specially for the Naniwa by Admiral Ito himself when chief of the Navy General Staff, was on the lips of all on board. Such was our triumphant departure from the port of Saseho; but before leaving harbour, Captain Wada gathered us all on deck to tell us of the unsatisfactory conclusion of the diplomatic negotiations with Russia, whereby war had become unavoidable. He exhorted each of us to discharge his duty to the very best of his ability for the sake of home and country, and at the close of his address we gave three hearty *Banzais* for the Emperor and His Imperial Navy. Then passing between cheering vessels with all their yards manned we set out on our expedition.

Near Ihozaki we were joined by three transports, the Tairen Maru, Heijo Maru, and Otaru Maru, conveying the troops under the command of General Kogoshi.

When we saw Shijiki Hill on our starboard side our commander Rear-Admiral Uriu hoisted a signal on his flag-ship communicating his own conviction about the expedition, and his greeting to all under his command in the following words:

“ We are now taking a last farewell of the *beauties of our native land* ; I trust to your faithful loyalty for the performance of a great exploit for the sake of our country ; and pray for the prosperity of all.”

At 4.45 that afternoon the call to quarters was made on board, and after that the torpedo defences were put out, and by sunset the lookouts stationed at their posts.

With the calm of evening it occurred to us that our destroyers were to make an attack on Port Arthur and Talien two nights later, and we earnestly hoped they would have fine weather for their exploit, whether the Russians were outside Port Arthur or inside Talien-wan. We prayed too that the objects of our own expedition, the Russian ships in Chemulpo, would not take it into their heads to leave before our arrival. With these hopes and prayers the day was brought to a close.

At dawn on Feb. 7th various islands of Southern Corea came in view, and the sea stretched all around blue and motionless ; a sight particularly pleasing to us inasmuch as the smoothness of the water enabled our torpedo boats to keep company.

Out of the thousands of soldiers on the transports not one was seasick, and they might have been seen calmly enjoying the sight of the sea-

gulls skimming the waves, and probably congratulating themselves on the seamanlike qualities they were displaying.

At 8.30 a.m., as Nine-pin Rock in S. W. Corea lay in sight on our starboard bow, we got a wireless message telling us of the capture of a Russian merchantman the "Russia." The name of this early prize appeared to us to be a good omen, and hearty *Banzais* for the Imperial Navy burst from our lips.

By 4.30 p.m. we were close to Shingle Island, at which point a signal was flown from the flagship congratulating us in anticipation, and with it we separated from the main body of the fleet. The Asama joined us and we steered for Chemulpo, the Takachiho leading.

Almost immediately the latter vessel came to an abrupt stop, and when we took up our glasses, anxious to discover the cause, she signalled us that she had collided with a large whale. We soon perceived the water turning crimson with the blood of the wounded beast, and looked upon it as another incident to cheer us on our way.

Next morning Feb. 8th at 8 o'clock we made out to the far north Baker Island, a blue spot in the hazy distance, and on our nearer approach fell in with the Chiyoda on her way from Chemulpo. She reported every thing unchanged there, the

Russian men-of-war the Varyag and Coreetz being still in harbour there. Rear-Admiral Uriu signalled a message of thanks running, "The Commander acknowledges the valuable services rendered by your Captain and his subordinates."

From 12.30 noon until 2.30 p.m. we halted in Asan Bay, and then got under way, the Chiyoda, Takachiho, Asama and the torpedo boats to enter Chemulpo with the transports, while the Naniwa, Niitaka and Akashi followed to take up a position west of Phalmi Island and await eventualities.

Our leading torpedo boats met the Coreetz coming out of port, and she opened fire at once, whereupon our ships prepared for action and awaited their opportunity, but the Russian gave way before our superior force, and retired to the vicinity of Uölmi (Getsubito) Island.

Our leading detachment the Chiyoda and Takachiho then moved in company with the transports, and reached the berth for foreign war-ships, while the torpedo boats cast anchor within a suitable distance of the Coreetz, ready to open fire at any moment.

Disembarkation proceeded all night, and the Naniwa, Akashi and Niitaka steamed further up into Chemulpo to make a demonstration before the Varyag, after which the Akashi remained to

cover the landing operations, and the other two retired outside the harbour.

In spite of the fact that the Coreetz had opened fire on us, the Russian war-ships behaved with the utmost unconcern; their washing was hanging out to dry, and their swinging booms out as if they were wholly indifferent to the great drama about to be enacted.

What must have been their amazement when they found we were prepared for action, our gunners coming up on deck with their gloves for loading. Perhaps, however, they did not know what to make of this.

During the night our squadron lay in a position west of Phalmi Island outside Chemulpo, and observed the Russian attitude.

By daybreak on Feb. 9th the transports had completed the work of disembarkation, and left the port after dawn in company with their guardships.

Thereupon Rear-Admiral Uriu informed the senior Russian captain that the presence of his ships in the port was harmful to the general peace, and demanded, under threat of an attack in force, that they should leave by noon.

At the same time he requested the captains of the English cruiser "Talbot," the French "Pascal," and the Italian "Elba" to shift their anchorage, promising that no attack should be delivered be-

fore 4 p.m. An American war-ship was also present, but she was further up the harbour.

At noon an officer came from the Talbot, perhaps to decline the request to change anchorage on the ground that Chemulpo was a neutral port; or possibly, as the time mentioned in our ultimatum to the Russians had now expired, the latter had asked for the friendly offices of the foreign captains.

The enemy, however, were without means of escape from their dilemma. If they dared to engage us, their own destruction would be the result, and on the other hand retreat was impossible.

The time for decision was passing, and to safeguard their honour they seem to have been forced to resolve on fighting.

The Varyag and Coreetz accordingly weighed anchor at noon, and advanced towards our superior force with a boldness which elicited our heartiest admiration. The decision of the captain of the Varyag, besides being deserving of all honour, was a great stroke of good fortune for us, in that it enabled the Fourth Squadron to make a glorious name for itself. Chemulpo was a neutral port where the presence of the foreign men-of-war prevented our opening fire, and was also a very inconvenient place to fight an action in. When

therefore the enemy came out to meet us, every one was delighted. We were all grateful for the opportunity of winning renown, but the greater part of the credit attaching to the action is due to the men who served the guns on board the Asama.

At 12.22 precisely the Asama opened fire with her forward 8 inch gun, to which the Varyag replied.

The English officer, who was still on board the Naniwa, then hurriedly left in the steam launch, and all the Japanese ships went forthwith into action. The Asama, alone, led and was followed by the Chiyoda, Naniwa and Niitaka, whilst the Takachiho and Akashi formed the third firing line.

At 12.24 our whole squadron opened fire with the port battery on the Varyag lying about three points on our port bow, and the action lasted some 40 minutes, during which time we manœuvred in the narrow channel. At 12.37 a shell from the Asama hit the fore bridge of the Varyag, and was followed by several straight shots, while three minutes later the Naniwa again hit the same vessel, this time amidships.

In the meantime the Russians continued to pour in a rapid fire, but their gunnery was very inferior, some of their shots flying high over head, others dropping short into the sea and incommo-

ing nobody but the fish. Our shells, on the contrary, even when they fell short of the mark, burst in a most terrifying manner, while the effect of the straight shots was incredible except to an eye witness of the dense black smoke they spread around them, and their tremendous explosive power.

At 12.55 fire broke out in the after part of the Varyag and she seemed trying to make for the shelter of Phalmi Island. At this sight our men could not refrain from shouting *Banzai* and one sailor rushed into the forward battery bawling "Zama miyagare!"—there you are, you fools! Many of us laughed at his outburst, but after all did not that one voice express the natural indignation of Japan against ten years of Russian violence and injustice? The enemy took refuge behind the island, out of range, and we then at 1.15 ceased fire, and the action came to an end. Shortly afterwards the Varyag made for the Chemulpo anchorage. The Asama started in pursuit, but did not continue the chase, returning to her previous station at 1.50 p.m. At 4.30 there was a sudden explosion accompanied by a violent shock, and a column of white smoke rose high into the air above the harbour, evidently caused by the blowing up of a Russian war-ship. Bringing our glasses to bear, we made out the Varyag

lying near Uölmi Island in a half shattered condition, and with a heavy list to port.

Not being able to see the Coreetz, we came to the conclusion she had probably destroyed and sunk herself, and the Akashi and Manadzuru were forthwith despatched to make a reconnaissance of the harbour. At 5.50 we received a wireless message from the former, on her return from Chemulpo, to say that they could find no traces of the Coreetz which was probably sunk, and that the Varyag was still burning, heavily inclined to the port side. We had no further report as to the damage done to the Varyag, but could see through the glasses that the after bridge was all twisted up, and the fore bridge practically wrecked.

At 6.30 we noticed a fire break out in the direction of Chemulpo, and then the sound of an explosion reached our ears, by which we understood that the Varyag had resorted to the last alternative of destroying and sinking herself.

Sunset on this memorable 9th of Feb. was approaching. Our Fourth Squadron had amply discharged its task of covering the landing of the troops, and destroying the hostile ships at Chemulpo, and we had passed scatheless through the first stage of the war.

Full of admiration for the illustrious virtues

of His Majesty the Emperor, to which this happy result was due, all our officers and men gave vent to exultant *Banzais* for His Majesty the Generalissimo, the whole Imperial Navy and our commandant Rear-Admiral Uriu. In the evening our staff officer Moriyama went to Chemulpo to telegraph home the report of our engagement, by which time the town was already occupied and guarded by our army, the wharf being secured with a sufficient force.

The town was full of excitement at the first day of war, and Moriyama forced his way through the surging crowds, and proved to be the first to despatch the news home.

Thus the introductory scene of the first act of the Russo-Japanese war was auspiciously opened with a naval success near Phalmi Island.

The sailors on the Coreetz boarded the Russian merchantman *Sungary*. The latter, however, sustained a severe shock at the time of the former's explosion, and was in a leaky condition, whereupon they landed on Uölmi Island, and shortly afterwards the *Sungary* herself foundered.

The men then applied for surrender to our consul through the Russian consul, but afterwards some of them took refuge in the French man-of-war *Pascal*, falsifying their previously expressed

desire for surrender, and forfeiting their integrity in a manner pitiful to think of.

The captain of the Varyag visited the English, French and Italian captains before the engagement, and asked them to leave Chemulpo in company with him ; but his attempt to escape our cordon by this device proved vain, as the foreign officers did not fall in with his wishes. He is said to have returned to his ship very disconsolate. It was probably this rebuff, and the obligation they felt to preserve their honour in the eyes of the foreign men of war which drove the Russians into the hostile attitude they eventually took up.

The Russian casualties in the action were very heavy, and it was no unreasonable supposition on the part of the inhabitants of Chemulpo, both Japanese and foreign, that we had suffered too. As a matter of fact not one of our ships was hit and there were no casualties whatever.

When Lieutenant Commander Moriyama mentioned the fact that evening at the Consulate, all, including Consul Kato, were incredulous ; and even the naval officers resident in the town were inclined to believe something was being concealed. The Varyag alone had over 100 casualties, and in view of that fact, and in spite of Moriyama's assertion, those present could not bring themselves

to believe that we had escaped scot free.

Later in the evening when Moriyama was present at the congratulatory dinner in the Consulate, the Consul plucked him privately by the sleeve and asked in a low voice, "Is what you tell us about no casualties really true? Perhaps you are obliged to say so because the facts may not be made public; are you not free to tell me the truth?" Our staff officer was at a loss to know how to dissipate his suspicions, and this incident may serve to show the contrast between the extent of damage on their side and on ours.

On the 16th of Feb. the Russian Envoy withdrew from Seöl, embarked on the Pascal and left Chemulpo for the outer sea via the Flying Fish Channel. This is the true story of his desertion of his post, for which he afterwards advanced the excuse that he was forcibly expelled.

Before the situation became threatening, a Ladies Red Cross Society of Chemulpo had been organised by a number of Japanese ladies headed by Mrs. Kato, the wife of the Consul, with the view of nursing the Japanese wounded. As, however, there was no necessity for this work, they decided to tend the Russian wounded instead.

Dr. Wada, naval staff surgeon, and the head doctor of the Chemulpo hospital, took the lead in managing affairs, and the Pascal handed over for

proper attention 24 of those wounded on the Varyag.

This was probably the first instance of the Red Cross Society working through the generous and humane hands of Japanese ladies for the benefit of Europeans.

The Russian wounded, who had been taken on board the English and Italian men-of-war, begged to be received into the care of the society, but owing to lack of adequate accommodation their request had to be refused. Those fortunate enough to be taken in were said to have been delighted with the benevolent and sympathetic care they received from the Japanese ladies, and afterwards presented a letter of thanks of which the following is a translation :

“ We, the wounded seamen of the sunken cruiser Varyag, who have been taken into the Japanese Hospital at Chemulpo, hereby wish to express our profound thanks for the generous and humane manner in which we have been treated by the Japanese authorities and the Red Cross nurses who relieved us. We are at the same time greatly indebted for the favours shown to us, the Russian seamen, by all the surgeons, doctors, and volunteer nurses, engaged in the above named hospital, as well as all the Japanese residents at Chemulpo. Especially we are grateful

for the great generosity with which His Excellency Rear-Admiral Uriu, in command of the Japanese Division, sent Dr. Yamamoto his chief surgeon to visit us in our distress and also for the labours of that gentleman on our behalf. We, the Russian seamen, are glad to have the honour of congratulating His Excellency Rear-Admiral Uriu, surgeon Yamamoto, as well as all those who assisted in, or are connected with, the work of the Red Cross Hospital, and pray for their future happiness. Moreover we owe our thanks to the volunteer nurses from Seöl, who came so far down to visit us, and showed their sympathy toward us for our narrow escape with presents of clothes etc. Finally we have greatly appreciated the trouble taken for us by all others of kind and generous heart."

According to the reports of the wounded, most of the men on the upper deck of the Varyag were wounded early in the day by our first straight shots, and the stokers had to act as shell bearers. On the forward bridge there were a great many casualties, and a single shell swept away the whole strength of the six gunners on the fore deck. If they struck even a canvas the Japanese shells burst and scattered the fragments all over the deck, causing many injuries, and from time to time outbreaks of fire.

One shell struck the hand of an officer on the fore bridge and immediately exploded, shivering his body into atoms to the horror of all who saw it. On another occasion a shell burst on the upper deck, the effect of the explosion blowing two seamen off the flying bridge high into the air.

The high power of the explosive was simply astonishing ; one shell hit the " top " and shattered the armour plate, a splinter of which was projected into a sailor's foot, piercing deep into the bone. It was afterwards found impossible to extract the piece and the foot had to be amputated. The completeness with which the shells burst was further demonstrated by one man having no less than 120 splinter wounds on his body.

The crew of the Varyag talked of the unpopularity of their commander and remarked to our officer, " Our fellows on the Coreetz had wine served out before the action, so they were brave enough, and besides, none of your shells hit them. We did not get any wine, and so our courage failed us, and many therefore were hit by your fire."

The fact that they did not hesitate to ascribe their wounds to the omission of the authorities to serve out wine is a sufficient indication of the

state of education among the Russian rank and file; the serving out of wine to the men to put courage into them seems a somewhat cowardly device.

Later in the war a Russian transport the Manchuria with 1000 soldiers on board was made a prize off Asan, and the men expressed themselves as pleased with their capture, and glad to avoid any fighting.

These incidents taken in conjunction reveal clearly enough the low morale of the Russian soldiers and sailors. The Varyag was hit three times in the port side amidships near the water line which gave her a list and the appearance of foundering. The steering gear, too, got out of order, and she was very near running aground on the north of Phalmi Island, but just managed to reach Chemulpo by means of the hand steering gear. It was at this juncture that she looked to us to be trying to take refuge behind the island.

Five times during the action fire broke out. Four times it was extinguished, but on the fifth occasion it started in the hold just below the captain's cabin and was not got under, continuing to burn till she reached the anchorage at Chemulpo where she was sunk.

The damage suffered by the Varyag was really quite remarkable. She had three big holes

through her side near the larboard water line ; the conning tower on the forward bridge was hit and her captain wounded at the same time. In addition she was damaged in eleven other places in her after bridge, sides, funnels and mizzen top.

The numbers of the Russians taken into the three foreign war-ships were roughly as follows:—

The Talbot 300 including 20 wounded.

The Pascal 200 ,, 20 ,,

The Elba 120 ,, 10 ,,

The reason given for this unusual international incident was that the sailors themselves fled to the ships, but the foreign captains gave a pledge to our envoy that these men should take no further active part in the war, and declared that they would despatch them to their own territory ; the English to Singapore, the French to Shanghai. The latter power, however, would probably make use of Annam. The Italians having no possessions in the East, had a great deal of trouble with the ill-starred Russians they had taken in. Their captain grumbled a little, but met with nothing more tangible than sympathy.



CHAPTER II.

A TRIBUTE TO ADMIRAL MAKAROFF.

On Apr. 15th 1904 a certain Japanese naval officer expressed his respectful sympathy to the spirit of Admiral Makaroff lately commanding the Russian Pacific fleet in the following words :

When a warrior goes out to the field his life ought to be a matter of no concern to him. Death comes to all men, and knowing this, warriors ought to fight bravely, even if by so doing they lose their lives. But his is the greatest honour who sacrifices his life to the greatest advantage. Now yours was lost in no such happy circumstances. Your life was sacrificed as it were in vain, and no great honour accrued with your death. For your sake I regret this most profoundly.

Looking to the advantage of my country I was rather pleased at the news that you had been killed at the very outset, but as a *samurai* of Japan I cannot refrain from sincerely lamenting your death. You were the most eminent naval tactician in Russia ; you had the firmest will joined with the deepest knowledge. You

were one of the three tactical authorities of repute in the present age; an honour which you still share with Captain Mahan of the U. S. A. and Admiral Colomb of England. The two latter have elaborately discussed the elements of sea power or principles of tactics and strategy, yet no man can tell what are their qualifications for fighting under the hottest fire, directing the phases of a battle, and commanding a great fleet. Your case is quite different. In the Russo-Turkish war of 1877-8 you took entire charge of the torpedo attack in the Black Sea, when one moonlight night you dashed into the bay of Batoum with two boats, both equipped with torpedoes, and sunk the enemy's ships. The daring of your enterprise terrified the Turkish fleet although of superior force, and since then your name has gone out among the naval officers of the whole world as that of a brave and dauntless captain.

After that you made a thoroughly practical study of naval science of all kinds and were promoted step by step to the post of admiral, which you lately occupied. Whether in times of peace you were lacking in tact in your relations with your fellow officers or not, you were put in a subordinate position, removed from the centres of influence in the Russian navy.

When, however, peaceful relations between

Japan and Russia were broken, and Admiral Starck was defeated at Port Arthur in the first engagement, the Czar again summoned you to entrust you with the command of the defeated fleet. But it was too late, and your situation at that juncture still calls for our deepest sympathy towards you.

A few years ago your work on naval tactics was published. Amongst other things your views on the influence of the moral element in battle, and use of the torpedo proved very instructive to us, while at the same time they forbade us to make light of the abilities of the Russian Navy. The facts, however, which have recently been forced upon our notice were contradictory to the inference we had drawn. In your work you laid down the moral qualifications for warriors as follows:—(1) Intelligence never hesitating at the solution of any difficult problem. (2) Power of bold decision. (3) Cool judgment at the most critical moment.

The need of these moral qualifications advocated by you was well understood by the Russian officers and men; but once the guns began to fire, there were very few among them who did not hesitate at problems set them, who dared to take bold and decisive steps risking all in battle, or who had the power of cool judgment at the

critical moment. As a matter of fact the lack of these qualities was most remarkable.

On the other hand the officers and men of the Japanese Imperial Navy were altogether disinterested in their actions during battle, and were intent on the one aim of annihilating the enemy. At the word of command they never shrank from meeting any kind of peril whatever. They were always bold and daring, and at the same time full of judgment. Such qualities are almost congenital in the Japanese *samurai*, and are the secret of the glorious development of our *Bushido*. The character of the Japanese *samurai* is thus almost identical with your ideals, and perhaps while you were yet living you looked on our *Bushido* with admiration and envy.

You used to dwell upon the necessity of the significance of a glorious death being well understood by warriors, and argued that it was all the more important among officers and men of the navy. Nevertheless from the beginning of the war the Russian war-ships always took to flight in the time of engagement. We never saw an instance of their coming to close quarters. The fact that their destroyers never dared to try an attack on our base affords ample proof that they lacked this feeling for the glory of an honourable death. Of course there were two or three instances of bravery

on their part, but it was a forced valour.

On the whole the Russians value their lives and fear death too much, and for that reason alone they were foiled and checkmated in the recent war. Perhaps you saw that the situation necessitated your pushing yourself to the front, and taking direct command of your subordinates so as to encourage them and spur them on to sufficient activities. Our officers and men did not need much teaching in that line. Our torpedo boats went to the attack with shouts of *Banzai*. Our sailors undertook to block the harbour mouth in the teeth of a hostile fire with the utmost coolness, and under the hottest cannonade behaved as if on parade. All these things were exactly what you advocated. You may well have been envious of this before your death. The moral education of officers and men was a matter on which you felt most deeply. Believing with Napoleon that military success depends three fourths on the moral element and one fourth only on material conditions, you said, "We ought to reverence the opinions of such an authority on tactics or strategy as Napoleon. It is a well-known fact that he devoted the greatest care to fostering and maintaining the spirit of his troops. Now it is a matter of the highest importance in the navy to tend and keep up the courage of the

men, which is the key to the successful accomplishment of the tasks laid upon them all from the admiral down to common seamen. Matters of diplomacy may well be entrusted to those responsible for such affairs, but the duty of inspiring the troops and of maintaining their courageous spirit must be attended to with due care and consideration by those whose duty it is to train them."

But what were your feelings when you first came to Port Arthur as commander-in-chief of the shattered fleet there, and saw that it was a mere skeleton from which the spirit was already fled. It is perfectly clear that you felt the urgent necessity of inspiring the personnel with courage, and attempted to revive and restore their spirit. At the same time you assiduously superintended the repair of the shattered war-ships, and the restoration of their fighting power.

Sometimes you made tours of inspection outside the harbour on board a destroyer, and sometimes made a swoop on our fleet in a small fast ship, thus taking every possible means of quickening the warlike spirit of your officers and men.

We specially remember how at dawn on March the 10th you despatched five or six destroyers against our first destroyer flotilla, on which occa-

sion they made such a bold fight that their sides almost touched those of our ships. This was really the outcome of your endeavours to inspire your own subordinates, and though forced to retreat back to the harbour after a signal defeat their daring elicited our hearty admiration. Such manifestations of a spirit of energy could be nothing but the product of encouragement you gave them. But for your presence their destroyers would have hibernated within the harbour, mere ornaments. On the same day, when the first division continued the bombardment of Port Arthur from the direction of Laotieshan, our 4th Division happened to be in the offing, and you emerged from the harbour on the Novik, accompanied by the Bayan, to attack it. For a long time we watched each other's ensigns flying at the mast heads, but the range was too great, and, to our great regret, we parted without firing a shot. Perhaps your thus devoting yourself to the inspiration of your officers and men by cruising outside the harbour, exercising in evolutions from time to time, was your preparation against the last decisive battle which you intended to fight when it could be no longer avoided. But your end came too soon. When our 3rd Division reached the entrance to the harbour of Port Arthur on the morning of April 13th, you bore down upon us on the Petro-

pavlosk at the head of a squadron of seven war-ships. Seeing our division fire and retreat, you entered upon an eager pursuit, but when our 1st Division was sighted a long way off you hastily turned your bows towards the harbour again. In the course of the retreat your flag-ship struck on a mechanical mine laid by us, and was at once blown up and sunk. You perished then with your staff, only six officers and thirty-two petty officers and men surviving the disaster. Thus in the end your long-cherished plans and ideas proved mere bubbles. Probably you did not look upon our shrewd operations as deceitful, though most of your countrymen have hurled that unjust accusation against us. You may have been conscious that the recent failures of the Russians were due to unpreparedness on their part, and we believe you realized that the tactics of the Japanese divisions were far superior to those of yours.

As we consider the boldness of your enterprises your fate becomes even more worthy of our sympathy. Torpedoing was your favourite line, and your name as a master of the art has been renowned ever since you attacked and sunk the Turkish war-ships with torpedoes twenty-six years ago. Now, however, a torpedo laid by us caused the loss of your own life, which was more valuable than the whole fleet at Port Arthur. Your perishing

thus in the sea excites our pity all the more, because you had no chance to meet death in active fighting with us, though the fate of your fleet had already been sealed. Maybe it is an inexhaustible source of regret with you too. We can see your noble person no more. The circumstances in which you were placed rouse our deep sympathy, foeman though you were. May you rest in peace forever, though your sorrow be incurable. In Japan then hostile to your country, you now have friends. You are truly one of the great ones of this world. We humbly offer this tribute to your spirit.



CHAPTER III.

THE BATTLE OFF ULSAN.

At 5 a.m. on Aug. 14th in the 37th year of Meiji, a calm clear morning, we received, apparently from the flag-ship Idzumo a wireless message that the enemy's vessels were in sight, and thereupon our ship the Naniwa started with all haste to join the main body of the Second Squadron.

On the way the call to quarters was made according to the prearranged plan of action.

At 5.20 we observed streaks of smoke rising to the N.W. of our bows, and then about the same quantity on the N.N.W. of our starboard bow. The animating sight of red flashes seen through the early morning haze made it evident the two squadrons were exchanging hostile fire, but we could not yet make out which was our fleet, and which the enemy's. Within ten minutes, however, we recognized the three ships straight ahead as the enemy's vessels from Vladivostok, and set a course to join our 2nd Division, running up our ensign at 5.40, when we were about 10,000 metres off.

At this juncture the *Rossia*, *Gromoboi* and

Rurik were in single column of line of battle ahead and steering a course almost parallel with ours.

By 5.45 we had approached a little nearer, and fired our first shot at the Rurik, which replied at once with the guns of her after battery, several of her missiles flying just over us. As, however, the distance between us increased, we ceased fire for a while, and making for the unengaged side of our 2nd Division, ordered the men to breakfast.

By 6.35 we again neared the enemy a little, and all hands resuming action quarters, we reopened fire. At this point we observed the enemy to be staggering under the severe cannonade of our 2nd Division, and their formation began to break, the Rurik lagging behind. At 6.42 a fierce conflagration broke out on the laggard ship, and for a while she was enveloped in clouds of black smoke, but twenty-six minutes later the flames appeared to have been got under.

During the great fire her guns never ceased working, to our deep admiration; but finally she was unable to keep pace with her companion ships, who manœuvred as if to afford her protection.

Both squadrons had a good turn of speed, and it was an indescribably thrilling and animating sight to watch the ever varying movements

of the parties to this fierce action, and the thousand and one ways in which they changed position, now engaging, now disengaging, threading their way in and out in a veritable dance of death.

Amidst the thunder of the guns, and the small water spouts caused by the plumping of shot into the sea, both fleets manœuvred in the boldest and yet most delicate manner. Despite the heavy damage they had suffered, the enemy struggled valiantly for their fellow ship, and succeeded in landing a shot on to our flag-ship, whereupon an ominous cloud of smoke ascended from her, which made us all tremble.

At this juncture, 7.15, the movements of our 2nd Division were really superb: our shells had set the Russian flag-ship on fire, a sheet of flame being visible issuing from her fore-castle; but enveloped in a whirlwind of fire she forged ahead, followed by the Gromoboi, both of them forming a column in line ahead. Our ships formed up in a T shape and poured in a concentrated fire from the whole line; this exciting incident causing all who witnessed it to burst into hurrahs and exclamations.

We on the Naniwa always did our best to avoid hampering the operations of the Second Squadron, and whenever we came too near to the enemy, orders were given for a feeble fire so as

to check their movement, whilst waiting for the fateful moment of the battle.

At 7.50 the Takachiho joined the line of battle, thus strengthening the 4th Division.

The Rurik was now undergoing the last terrible attack of the 2nd Division. Abandoned by her fellow ships, she had a slight list to the port, was a little down by the stern, and indeed seemed disabled and deprived of some of her fighting power.

Considering now at 8.30 that the time was ripe, the Takachiho and Naniwa took the decisive step of attacking her. One of our sighting shots hit her amidships and we pressed on concentrating our whole fire upon her. The Rossia and Gromoboi turned as if intending to cover the Rurik, but were checkmated by our 2nd Division, which met and engaged them. We on our part had quite believed the Rurik to be disabled, but contrary to our expectations she began to move at a speed of about 12 knots an hour, and bore down upon us still managing to keep up a continuous fire from more than 5 guns. In a short time however she fell away as though not quite under full control.

At 9.10 our two ships bore away to the starboard, and attacked at her closer quarters, and five minutes later one of her 5½ inch shells hit the

forward bridge of the Naniwa, shattering the shield on the larboard side.

Manjiro Sakano a leading seaman, and Bunshiro Shibata, an able seaman and a gunner, met with glorious deaths while Tetsunosuke Nakamura leading seaman, and Sataro Ito ordinary seaman, were severely wounded.

Luckily for us the explosive power of the shell was very low, and no more serious casualties were caused. On the bridge a few feet away were Admiral Uriu in command of the division and Staff Capt. Moriyama, whilst on the bridge stood our Captain Wada, and gunnery Lieutenant Kobayashi. Several splinters actually passed between the Captain and the Gunnery Lieutenant, shivering the compass stand, and it was the greatest good fortune for Admiral Uriu and the others that no further damage was done.

From the very first, in this phase of the battle we pressed the enemy closer and closer, and the effect of our spherical shells increased with the proportionate decrease in distance, while as we reached the nearest point the precision of our fire became greater. Naturally on the other hand the accuracy of the hostile fire increased also. For instance one of their shells hit the Naniwa in the mizzen mast, and a flying splinter struck my right epaulette, raising a round swell-

ing underneath full of extravasated blood, and the size of a *go* stone. A second splinter cut through my left shoe but did not reach the foot. Another shot pierced the side of the Takachiho but luckily did not cause much damage, while we on the contrary had the pleasure of seeing a shot of ours crash into the mizzen mast head of one of the enemy's ships, break it off in the middle, and leave only the stump standing. Moreover the increasing destructiveness of our fire upset their formation, for when one of them was hit, a dense cloud of smoke would arise which had the effect of completely shrouding the ship from sight for a time. When our shells struck the side armour just by the water line they would explode with fearful force producing flashes of red fire easily seen from our ships, while the splinters, flying off into the sea, made ripples which shimmered like lightning and had a peculiar lustre. Every thing taken together formed a wonderful, and even delightful sight.

By this time the Naniwa and Takachiho had fought with the Rurik for over an hour and a half. Her guns were silenced by our rain of shells, and her crew began to jump overboard.

Our 2nd Division, which had turned its attention to the Rossia and Gromoboi, leaving

the Rurik to us, was nowhere to be seen, and had evidently steamed northward in pursuit of the Russians.

At 10.5 we stopped firing altogether and perceived that the Rurik's flag was no longer flying, as if her powers of resistance were exhausted, and she had ceased the fire. She was considerably down by the stern, and most of her crew abandoned her, leaping into the sea, as though awaiting our aid.

As the Naniwa slowly approached, the Russian ship sunk deeper and deeper at the stern, and when the water reached her quarter deck, canted suddenly to the left, reared up with her nose in the air, then heeled and disappeared forever at 10.40 a.m. exactly.

The dauntless way in which she sustained her fire to the last, and went to the bottom when all other means of preserving her honour were lacking, was a true warrior's deed, and one worthy of undying admiration.

The Ulsan offing which a few minutes before was the scene of a fierce battle, and echoed with the thunder of hostile guns, now returned to its normal autumn state, calm, clear and smooth; and the Russian sailors drifting on the surface of the water reminded us rather of sea-gulls enjoying the perfect liberty afforded by the ocean. A

contrast indeed with the desperate and exciting scene just closed.

As soon as the Rurik went down, Admiral Uriu gave orders for as many of the helpless men as possible to be taken in, and the Naniwa and Takachiho set to work to rescue them with their boats, the Niitaka, Tsushima, Chihaya and torpedo craft joining in the work of humanity. The 2nd Division too now returned from their pursuit of the Rossia and Gromoboi.

The Russian prisoners taken in on board the Naniwa were four officers, and 129 petty officers and men, the number rescued by all our ships reaching over 600.

When our transports the Hitachi Maru and Sado Maru were sunk by Russian war-ships, they cruelly fired on our soldiers who were drifting over the sea without any means of resistance, and yet our squadron saved almost all their men in the most generous manner. This we commend to the world at large as a noble piece of humanity.



CHAPTER IV.

HOW THE RURIK WAS SUNK OFF ULSAN.

After Father Alexis, the Russian chaplain on board the Rurik, was released at Saseho he made the following statement about the naval battle of Ulsan.

“In the afternoon of Aug. 12th, Admiral Jessen—in command *vice* Admiral Bezobrazof sick—was commanded to emerge from Vladivostok on his flag-ship the *Rossia*, accompanied by the Rurik and Gromoboi. Each of these three ships was completely prepared for action and left the naval port of Vladivostok at 5 a.m. the next day. The squadron steamed south at the standard speed of 16 knots throughout that day. At 4 a. m. on the 14th the Rurik sighted four steamers coming towards us, and in a little over twenty minutes, they were recognized as the armoured cruisers *Idzumo*, *Adzuma*, *Tokiwa* and *Iwate*. The call to quarters was at once made in each of our ships, and we awaited the approach of the enemy fully prepared.” (According to a prisoner’s story, in this sudden encounter some of the officers took up their action stations in their

night clothes. How then can he say that they were fully prepared?)

“The outer armour of the Rurik, except for that of the engine room, was weak, and there was a great difference between the fighting power of our two completely armoured ships, and that of the four hostile vessels. In spite of this our admiral pressed on the enemy, and challenged them to battle.” (The Japanese squadron then lay to the north and the Vladivostok squadron to the south. The latter attempted to escape northwards, but we checked their flight and they were thus forced to fight with us.) “At this juncture the Japanese squadron bore down upon us in line abreast (We know nothing of this), while we proceeded towards them in line ahead in the order of the Rossia, Gromoboi and Rurik. When the distance between the two parties was reduced to about four knots, the Japanese Commander-in-chief turned a little to the west: our squadron however preserved the same course, formation and speed. The enemy turned more and more to the west and formed a single column in line ahead, in the order of the Idzumo, Iwate, Adzuma and Tokiwa.” (He is mistaken here.)

“A cloudless day had already dawned over the quiet ocean, when at 4.45 the enemy fired the first shot, the two squadrons steering almost

parallel to each other, separated by a distance of about three knots. The battle was now opened, and we fought valiantly with our sides just opposite those of the Japanese ships, as we entered the proper range. Until 9 a.m. both squadrons made the most complicated evolutions, sometimes turning to the right, and sometimes wheeling to the left, all without the slightest disturbance of their formations, just as though they had been at their ordinary manœuvres." (Their measurement of time varies slightly from ours as the two squadrons had different standards). "During these four hours the engagement became fiercer and fiercer, and the Rurik received innumerable shots from the enemy, but in many cases our shells hit them too.

"In the first stage of the battle Lieutenant Stackelberg, (commander of the Rurik) fell by a shot from the enemy while in charge of the battery. He was the first of our officers to be killed, and soon after his death our senior lieutenant was killed also. At 7 a.m. Captain Oesaff was struck in the face by several splinters and fell to the ground severely wounded. No sooner did I see this than I ran down to the lower deck, and returned at once to the bridge with a dressing in my hand. The poor Captain was, however, again struck by splinters from a shell which hit the

bridge. His body was simply pulverized, pieces of flesh and spots of blood being all that was left. As our Commander, Senior Lieutenant, and Captain were thus killed one after another, our torpedo Lieutenant Jeniroff took command of the whole ship in their place. Up to this time from the opening of the action our casualties had been very high.

“ At 9 a.m. as our squadron was about to take a port turn, the Rurik, at the rear of the column, was struck in the after part by a big shell which smashed her steering gear. The rudder remained in its place but could not be moved an inch, and the Rurik which had hitherto been steaming at full speed, now did nothing but revolve round and round in the same position.

“ As we were unable to follow the rest of the squadron, we tried a hand wheel, but in vain, and the water was pouring into the rudder room below the water line, which was already nearly full. The only way to extricate the ship from this difficulty was to break off the rudder, which was now immovable, and steer by means of the propeller. At the order to repair the damage, our carpenter proceeded to don a diving suit, but by way of increasing our troubles he was laid low by a shot from the enemy, which caused his instantaneous and miserable death.

“Perceiving our distress to be the best time for their attack the enemy concentrated their fire upon us, and the Rurik now became the centre of a tornado of fire from 40 or 50 hostile guns. The *Rossia* and *Gromoboi* saw this, and turned back at once to cover us under their wing, as it were. In this way we tried to get time for our helm repairs, but our trouble was deeper than could be cured thus.

“For about half an hour our two ships, as yet undamaged, fought hard with the enemy’s four, but just then the *Naniwa* and *Takachiho* came in sight and drew nearer and nearer. Seeing this new reinforcement, and realising the impossibility of saving the *Rurik*, our admiral decided to let her go. The *Gromoboi* was at once ordered to withdraw at full speed ahead and the *Rossia* steered to the north, the *Gromoboi* following her example, making off at a speed of more than twenty knots. The main force of the Japanese squadron then poured in a terrific fire on us, and at once began to pursue the fugitives.

“As soon as this main force had left and ceased to direct their fire upon us, the *Naniwa* and *Takachiho* drew near and showered their shells on us with a fury that left us dumbfounded, while the four larger Japanese ships steamed north in hot pursuit of our squadron. The guns

on the Rurik had by now been so damaged by the concentrated fire of the enemy, that more than half of them were useless ; nevertheless we had to face the merciless attack of the Naniwa and Takachiho.

The scene on board became more and more miserable every moment. Our torpedo lieutenant had already fallen and Lieutenant Iwanof, though still quite a young man, took command of the whole ship. Our new captain saw the uselessness of fighting with guns, and tried to take the decisive step of ramming the enemy, but the Japanese squadron manœuvred very cleverly, and always kept astern of us, their fierce fire not giving us even a moment's respite to attend to the repair of our helm. All the guns on board were smashed except one, but the brave lieutenant kept on firing as long as there were any shells left to be fired, and any gun fit for use. Soon the shells were exhausted, and every other means failed us together with the hope of our relief. In this extremity (It was about 11 a.m. according to his note here) we noticed the Niitaka, Tsushima and five Japanese torpedo boats hastening towards us.

“ Our new captain was a cool-headed but gallant young man, and searched once more to see if there were no gun on board fit for use. Finding nothing but dismantled guns lying help-

less among the heaps of corpses, Lieutenant Iwanof commanded the ship to be blown up and sunk, and on being informed that not even a fuse was left on the ship, every thing being smashed to atoms, ordered the sea valves to be opened.

“At the same time he bade the unwounded men tie up the wounded in their hammocks and throw them overboard.” (The Russian navy hammocks are so made that they may be used as substitutes for life-buoys). This was done because they asked for their lives to be saved by any means. The work was at once put in hand, and on its completion all unwounded survivors were ordered to jump into the sea with their own hammocks. Our ship was now rapidly sinking from the after part.

“At this last moment all the unwounded officers gathered together on the bridge, and were found to consist of two engineers, Lieutenant Iwanof, a probationer (cousin to the senior lieutenant already killed) and myself, only five in all. Shortly before the ship capsized we all escaped into the sea, but the probationer was a little late in leaving and was killed by a blow from the funnel of the sinking Rurik.

“The vessel had been sinking rapidly from her stern, and when the sea water rushed into her engine room she listed heavily to port; then

the ship's bottom was seen above the surface of the water, and she foundered immediately at 2.15 p.m." (This is a blunder in the time on his part, probably the effect of the heavy shock of prolonged and severe fighting).

"The whirlpools raised on the sea by the sinking of a big war-ship of more than 10,000 tons were appalling. No one who witnessed the scene could ever forget it. In the meantime our men were drifting over the sea, the majority wounded, some with their feet taken off, some wounded in the back, and others with their heads dressed. Our surviving officers and men—600 in all—raised loud and gallant cheers when they were about to be buried in the ocean with their ship.

"We fought to the very last. We did our utmost. The Rurik was not surrendered into the enemy's hands, and thus on our part there is not the slightest shade of regret."



CHAPTER V.

THE BATTLE OF THE SEA OF JAPAN.

“A quarter to five, Commander; all hands on deck in fifteen minutes.” On the morning of May 27th 1905 I was thus awakened by the voice of a sentry. I jumped up immediately, and washed my face and teeth; I am a slovenly fellow, and when the ship was on the alert never took off my clothes at night, so I left my cabin at once, and indulging myself in the infinite pleasure of a pipe, went up to the bridge and collected all the officers of the watch.

When the hammocks were stowed I gave orders for all hands, seamen and carpenters, to raise the torpedo nets. Just as I gave the final instructions the officers on duty reported “all well.”

At the very moment the nets were touching the ship's sides the midshipman of the watch came running up to say that a wireless message reported the enemy in sight. It was exactly fifteen minutes past five by my watch, and the signal was already flying from the flag-ship ordering us to prepare to leave the port at once. The nets were stowed forthwith and every thing made

ready for that purpose, while part of the ship which had resumed its ordinary condition was cleared for action.

Every man on board was eager and prompt in doing his allotted duty in a way not to be imagined on ordinary days, and almost instantaneously every preparation was made against the Russian fleet for which we had waited so long.

The vedette boats and steam launches which were temporarily anchored in some place more suitable for them, received the command to join and came back at full speed, evidently considering it would be a lifelong shame to them to be behind time for this battle which was big with the fate of Japan. Their hands were ordered to come up leaving their craft at anchor near the ships.

All around us our vessels were emitting clouds of black smoke, and the fleet presented a more than usually grand appearance, which in our eyes already overwhelmed the Russians.

Soon the outermost ships began to move. The flag-ship Mikasa, which was rather late in coming up, took the lead of the column, and our fleet formed up in the order of the Shikishima, Fuji, Asahi, Kasuga and Nisshin. We proceeded out of port over a tumbling sea, and made for the Eastern Channel of the Tsushima Straits, there to annihilate the Baltic fleet at a blow.

On our way I chanted a song of my own composition,

“Sashinoboru asahi kagayaku kihoi nite,

Iza kudakanan tsuyu no adafune.”

E'en as the splendour of the Rising Sun,

And raging storms dispel the morning dew,

So shall the triumph by our vessel won

Scatter the Russian ships and all their crew.

The Idzumo, one of our scouts, reported to us every moment by means of wireless telegraphy the formation and course of the Russian war-ships, and by now their approach was beyond doubt. The one chance in the world had come for us, and the hearts of all officers and men beat high with joyful courage and daring.

The process of clearing for action was everywhere complete. “Let 'em come on when they like”—and our officers gathered together by the after barbette, chatting over the tobacco tray.

The commander brought out a box of cigars, with which he had been presented by H. I. H. Prince Komatsu as a gift from His Majesty, and distributed them among the officers to celebrate the victory awaiting them. First class Sub-lieutenant Morishita was the only man who did not smoke.

The commander urged him to smoke a cigar which came from such an honourable source, as

it might bring him good fortune in battle, and when he insisted upon declining it, Lieutenant Hatano said chaffingly "If you don't take it gladly, perhaps you will be the first to fall to-day." Sad to relate this jesting prophesy proved true.

While enjoying the excellent cigars we had the pleasure of listening to the phonograph, and thus amused ourselves while awaiting the encounter with the enemy.

At this time a strong south-westerly wind was blowing, and a high and angry sea dashed against the ships' sides causing them to roll heavily. It was not easy to open the ports even on the main deck.

Delighted though we were at the idea of meeting the enemy soon we prayed for a calmer sea. Moreover the weather was so foggy that our limit of view was five knots. More than once in critical moments of our history storms upon the western seas have proved helpful to Japan, the most notable instance of which was at the time of the Mongol invasion of Kyushiu in 1281. This storm was designated *Kamikaze*—the divine storm—as if it had been called up by Providence.

Now once more, strange to say, it was rough weather which forced the Russians into positions

unfavourable to them from the outset of the battle. We soon passed north of Tsushima but our torpedo craft had to fall out of line, the weather being too heavy for them, and they left us to take shelter.

At 1.36 the Russian fleet showed up to the west of Okinoshima. Admiral Rodjestvensky's flag-ship *Kniaz Souvaroff* led the column, followed by the *Alexander III.*, *Borodino*, *Orel*, *Oслиabia*—from which flew Admiral Fölkersam's flag—*Sissoi Veliki*, *Navarin*, *Nachimoff*, *Nicolai I.* (on board which was *Nebogatoff*) *Apraxin*, *Senyavin*, and *Oushakoff* in the order stated. The rest could not be seen in the fog. It was really a grand fleet of war-ships forming a grey line from which the light blue funnels showed up in distinct contrast. It steamed towards us valiantly. The Baltic fleet of the Russian Empire which was now to contend with us in the most desperate engagement, and one momentous in its consequences to the destiny of the two nations, was equal to us in the number of the ships, superior in battleships and their main armament of twelve inch guns, but inferior in armoured cruisers and eight inch guns. At 1.40 the flag-ship *Mikasa* changed course towards the enemy's fleet so as to check their onward progress and at the same time Admiral Togo hoisted high at the mast-head his memorable signal:—"The rise or

fall of the Empire depends upon the result of this engagement ; do your utmost, every one of you."

Every man and officer in the fleet read it calm and self-possessed and without a trace of heady excitement.

At 2.7 the Russians opened the ball with a brisk shower of shells, but the range being too long, most of them fell into the sea, no doubt to the surprise of the marine gods. Our fleet held on for about six minutes perfectly disciplined to proceed under the hottest fire, and at 2.13 the flag-ship Mikasa discharged the first gun. Thereafter every position we took had the one purpose in view of directing our fire on the enemy, and thus at length the curtain was raised on the naval battle so long eagerly anticipated.

What with smoking guns and belching funnels the ocean was darkened ; solid pillars of water shot up where shells struck the sea, and the thunder of the cannon was deafening. The enemy's fire, however, lacked precision, and whether from nervousness due to lack of experience, or want of discipline, few of our ships sustained any damage from it. On the other hand the accuracy of our gunners was such that the clouds of black smoke caused by our bursting shells were numberless.

As the combat deepened I left the after bridge on a tour of inspection beginning with the upper deck, and was highly pleased to observe that the gun crews were as cool as at ordinary firing practice.

After my round on the main, I descended to the lower deck, and fell in forward with a crowd of men hurriedly carrying buckets of water; a clear sign of some untoward occurrence. I was a little disturbed at this confusion, and asked what they were doing. Without ceasing work they briefly replied, "Carrying water to the 12 inch turret." I suspected that a fire caused by the enemy's shells had broken out there, but troubled myself no further and went astern. As I was ascending to the upper deck I heard a most terrific explosion from its after part; fragments of wood and splinters of shells were scattered here and there, and the wounded men prostrated amid the havoc. Turning my eyes starboard I saw the iron plates twisted, and bloody hands and feet and mutilated corpses lying on the deck. Not a soul was left alive. Then a seaman came down from the shelter deck carrying in his arms First-class Sub-lieutenant Morishita. His subordinate officer also escorted the wounded man, which caused me to give the former a sharp reprimand. "Whose duty is it to control the fire when the group

leader is killed?" As if brought to the consciousness of his own duty the young officer then ran back to his place in the battery.

It was quite natural for a young officer to leave his post on such an occasion, for it would be pretty hard for him to pay no attention to his senior thus killed in action; but the position of the battle called for stoicism from the officers.

I called out to Morishita, "Fifth Lieutenant, Fifth Lieutenant!" but received no reply. His forehead was not yet cold when I laid my hand upon it, and he still seemed to breathe faintly, so I went off to enlist stretcher men and had him sent at once to the dressing station.

I then went up to the starboard shelter deck and found the shield of the 12 pounder had been pierced by a Russian shot. I was puzzled to know where to step as the shattered deck was bestrewn with pieces of human flesh and besmeared with fresh blood, whilst mutilated hands and feet and human bowels were scattered everywhere. Calling together the unengaged men near about I ordered them to remove the remains. They all hesitated to undertake such a task, so I set the example with my own hands, upon which they followed me. It was 2.40 when all these corpses were disposed of, and the issue of the day had already

been decided at the first engagement of the main forces of the two fleets.

At 3.17 our 1st Division concentrated their whole fire on the van of the enemy's main squadron, who then made a starboard turn to avoid it, and we thereupon directed the shells from our port battery straight to the point at which they changed their course, and a splendid exhibition of accurate gunnery was given.

Before this the Russian flag-ship *Oslibia* had a fire on board, and was seen to leave the line with her fore-castle somewhat submerged. In this second combat the enemy's fleet was practically defeated, and Rodjestvensky's flag-ship the *Souvaroff* burst into flames and stood alone out of the line at 3.23 p.m.

After the second attack we lost sight of the main force of the Russian fleet, which, with the exception of the flag-ship for a time standing alone, was enveloped in gun and coal smoke. As it was the best time to find out how many shots we had fired, I gave orders to that effect to every battery commander. Happening to see First-class Sub-lieutenant Goda I bade him give the same instructions to his lieutenant, but his answers were all beside the point. I asked him again aloud if he had been deafened by the shock of the guns, and he made no reply. Being much displeased

at this I left him but my anger changed into pity when I heard that he had the tympanum broken by a shot fired off close to his ear in the first engagement. Soon after this incident I took another tour of inspection through the batteries when I was unanimously greeted with "Best congratulations, Commander." And certainly we were to be congratulated on the issue of that day's battle. Similar greetings were exchanged all over the ship; we felt as if it were New Year's Day. The next duty I undertook was to visit the wounded at the dressing station on the lower deck. Some of them who had had their throats shot through and could scarcely breathe, yet cried out faint *Banzais*. Some were unconscious with shattered arms and torn mouths, and one while his wounds were being attended to, cried out to me "Commander, I am hit."

As I turned away I could not but say to him "You are the evanescent flower of the warrior spirit in full bloom."

At 4.30 our main force defiled before the Souvaroff concentrating their fire upon her. As she had been half disabled and now received the whole broadside from our main division, she was at once entirely enveloped in a black mass of smoke. Great fires broke out on board, and a few minutes later we saw a fearful and ominous cloud of

black smoke, whilst steam vomited forth, as if her boilers had exploded.

As I was exceedingly anxious to take a picture of this awful scene I was delighted to find some one standing near me with a camera. When I brought him up and pointed out the Scouvaroff to him he began to take a photograph with great pride. We thought the picture would be the rarest treasure, as preserving the scene of the dire catastrophe to the flag-ship of the Baltic fleet. His joy and pride in taking it can easily be imagined. When, however, the plate was developed after the engagement we found nothing on it but the picture of the hammocks used for the protection of the bridge, for he had made a gross blunder in focussing the camera. Even the hurly-burly of fire in which we stood could not offer sufficient excuse for such a mistake ; but still we could not help cheering the result and laughing at it.

At 5.8 I saw our torpedo boat destroyers rushing on to attack the Souvaroff, and the unlucky ship was still firing the 12 pounders from her after battery both against the destroyers and the rest of our fleet.

Up to the very end the Souvaroff never stopped fighting and her valour deserves our deepest admiration. When we ceased fire on board the Asahi a 12 pounder shot from the sinking Souva-

roff hit our foremast and its splinters flew into the conning tower causing several casualties. Quartermaster K. Yaginuma, whilst engaged in steering inside the tower, had his right shoulder pierced by one of these splinters. Quite undismayed he held the wheel in his left hand, and asked the torpedo lieutenant standing by him to look at his shoulder. The latter turned round and inspected his wound. It was big enough to put a finger in and his face was already paling under the severity of the shock. In spite of all, however, he held on to the wheel with his left hand, keeping the ship on her course so as not to hamper her evolutions, and waited to be relieved before he went to the dressing station. A brilliant example! He merits undying admiration as the model warrior. Whether performed by friend or foe such actions deserve to be set up as honourable examples to all who follow the calling of war.

Meanwhile our division once more passed by the Souvaroff, delivering a heavy broadside, and then again turned towards her.

At this juncture we saw lingering near us a Russian auxiliary cruiser the Ural (8278 tons) with two masts and three funnels, and directed on her the concentrated fire of the whole line of our 1st Division.

At 5.45 a generous shower of 12 inch shells

caused an immediate outbreak of fire, flames and smoke spreading all over her. A funnel collapsed and one mast was broken off, to be followed by the second, and finally the second and third funnels shared the same fate. She began to settle down into the water stern first as at her launch and then vanished altogether. We all shouted with joy and clapped our hands with delight at the sight of her returning to that state when her keel was not yet laid, or in other words that of non-existence. The scene lasted for five minutes only and she sunk at 5.50.

Steaming northwards in search of the main force of the Russian fleet we happened to find four of them to the N.W. of the Souvaroff, two rather close to us, two quite distant. Our division steered towards the nearer ones and carried on a running fight with them for about an hour. At 7.18 Borodino, the leader of the Russian column, had a great outbreak of fire with flames bursting out through her deck in a thrilling manner, and our flag-ship Mikasa changed her course northward, the other ships astern following in turn.

When the Fuji was making the turn she fired a shell from a 12 inch gun in her after battery into the Borodino, which was now wrapped in flames. It was a splendid straight shot and exploded on the ship causing dense masses of smoke to arise.

Then we too turned upon her the 12 inch gun of the after battery, but seeing that the shells fell a trifle short I went astern to warn the men about the range. In the meantime, however, I was told she had blown up, and when I turned my eyes towards her saw nothing but clouds of smoke. I was unable myself to see how she foundered, and marvelled at the speed with which she sunk to the bottom. Perhaps, however, it was due to the explosion of her magazine. It was just 7.23 now. At 7.25 we had orders to withdraw from the engagement, and our division steamed northwards at sunset, when our torpedo craft and destroyers flocked around the enemy's ships, occupying the situations allotted to each for attack, and biding their proper time.

Our share in the battle of the 27th May 1905 was thus brought to a close and we had to entrust the work of night attack to our torpedo flotilla.

Winds and waves had become a little calmer, and we all gathered together and prayed for a successful issue to their attack. The Russian flag-ship *Souvaroff* was put *hors de combat*; the *Oslibia* had left the line in the first stage of the battle owing to a great outbreak of fire, and the *Borodino* had undoubtedly exploded and sunk. Thus the three strongest hostile battleships were put out of action. The other ships were also seriously damag-

ed, and the whole fleet reduced to disorder.

The issue of the battle being absolutely settled we felt as if we stood in a spring garden fanned by balmy breezes.

Tsuyu wa mina harai tsukushite hana no ka wo,
Nodoka ni sasou haru no asakaze.

Cool morning breezes on an April day,
Dispel the gleaming dew with magic breath ;
Entice the scent from every budding spray,
And waft it gently over all the mead.

The sun had already sunk below the horizon which became more and more dark. To the far south we saw search-lights playing here and there, and heard the report of guns like distant thunder. Evidently our torpedo boats and destroyers had begun their attack. From 8 to 10 p.m. the sounds were audible, but as we got farther away they died out of hearing. We ourselves were busy on our own ships making preparations for the battle of the next day. Empty cartridge-cases were cleared away, provisional repairs made of the damaged places, and the blood stains which told of our brave fellows killed were washed off.

Members of the medical corps were busy in giving proper treatment to the wounded, in examining the corpses of the killed, and all the other affairs consequent on the day's engagement.

The carpenters were engaged in making

wooden coffins to contain the corpses and eight were finished that night. On examining these I considered them too short to hold the corpses. Putting myself inside one of them I found that I could not lie with my feet stretched out. When I asked them why orders were given to make these so short I was told it was because of the limited accommodation of the crematoria. "If I be killed to-morrow, you must make a longer one for me" I said with a laugh.

After all the bodies had been examined they were put into these coffins, and their ranks and names inscribed thereon, as well as on the *ihai* (tablets), which latter were kept together in a separate room.

A number of men were appointed to keep watch all night; and by the time every thing was done it was about 2.30 a.m., at which hour with the other officers and men on board I held an informal service to commemorate those who were killed in the battle.

In my capacity of commander of the *Asahi* I read the following written speech:—

"In the decisive battle between the Japanese and Russian navies we have annihilated the enemy's fleet and, by the self-sacrificing efforts shown to-day by you all, have gained a great victory. Allow me now to lay before you a line of

verse expressive of the deep admiration and respect I have conceived for your bravery.

“Ada wa mina harai tsukushite tatakai no,
Arashi ni chiru zo hito no hana naru.

“In that same conflict which dispersed to flight
Our foe, as by some death-fraught tempests' might
Our bravest sons, like flowers too fair to last
Were stricken by the fury of the blast.

“Your gallant deeds will ever find honour among
us as models for warriors bright as the morning
sun in our land of *Hinode*. Accept here and now
the tribute of our admiration and reverence.”

Our casualties in the engagement of Feb. 27th
were as follows with First-class Sub. leiut. Mori-
shita at the head of the list.

Killed :

Leading Seaman	Saiken Maeda.
Able Seamen	Yoshimaru Miyazawa. Soshichi Sasaki. Suketaro Mori. Yasutaro Yamamoto.
Ordinary Seaman	Motojiro Kawai.

Mortally wounded :

Leading Seaman	Mataichiro Ueno.
Able Seaman	Yuichiro Suzuki.

Severely wounded :

Quarter Master	Kuraji Yaginuma.
Able Seamen	Shozaburo Kurauchi.

Shinkichi Kanda.

besides 18 cases of slight wounds, and 8 of trifling hurts. Early on the morning of the 28th May our division in company with the second steamed towards Ullodo Island to guard against the enemy escaping northward. At 6.5 we received a wireless message from our own ships to the effect that the Russians were making for the north from the south, and at 9.49 to the south west of Takeshima we saw five of them, of whom the Izumrod, availing herself of her high speed, escaped, while the remaining four, the flag-ship Nicholai I, the Orel, Apraxin and Senyavin steamed north-east. We bore down on them cutting them off from the south but they were not, as on the previous day, the first to open fire. As soon as we got within range we did so and pressed them hard, and still there was no resistance. On closer observation we found that every one of them was hoisting the international signals and carried no flag at all on the mast-head. The signals expressed the desire to surrender and we suspended fire at once. It was utterly beyond our expectations. We had opened fire with the strongest determination to annihilate them at once, but all in vain, for Admiral Nebogatoff surrendered with four big war-ships without exchanging even a single shell with us. It really was the strangest occurrence,

and we were somewhat astonished and rather disappointed for a while when the 4th and 5th Divisions came up in pursuit of these self-made prisoners, who, completely encircled by us, were drifting helplessly in our midst like so many rats in a sack, as the saying is.

The Commander-in-chief of our combined fleets summoned Admiral Nebogatoff on board the flag-ship the Mikasa, and accepted his surrender as a prisoner, the above-mentioned four vessels being captured at the same time.

Orders were given me to take possession of the Orel and work her home at the head of certain commissioned and petty officers from the Asahi and Kasuga. After the necessary preparations had been made I boarded the Orel at 4 p.m. with those appointed for the job.

They were as follows :

Lieutenant Commander	Hanchu Nakagawa.
Lieutenant	Shoichi Kawakami.
Lieutenant	Sadao Hatano.
Engineer	Tsutomu Yoshikawa.
First-class Sub. Lieut.	Kazuma Maeda.
First-class Sub. Lieut.	Isamu Tanaka.
First-class Sub. Lieut.	Ryotaro Kaidzu.
Second-class Sub. Lieut.	Shiro Mitsuya.
Warrant Officer	Takanosuke Fujimoto.
„	„
„	Toichi Michioka.

Engine-room Artificer Denjiro Hashiguchi.
 " " Shosai Moritsuka.

besides 196 petty officers and men.

When I neared the Orel with this prize crew, we could see from the outside how greatly she was damaged, and at the same time realize how tremendous had been the power of our fire.

No sooner had we got on board than I had them take down the flag of the sun hoisted at the time of their surrender, and unfurl instead the ensign we had brought with us.

When the Baltic fleet left home in October of the preceding year His Majesty the Emperor of Russia accompanied by the Grand Dukes Alexei and Michael visited this ship, and standing on the after bridge gave audience to the officers and men gathered in the after part. He commanded them to avenge the memory of the Varyag and Coreetz on the Japanese, and guard the honour and glory of the Russian navy. Now over the self-same bridge flew our national sun flag!

All the Russian seamen were preparing to leave the ship carrying their kit with them as if fully determined to surrender themselves. Her quarter deck was in great disorder and when I passed through to the fore bridge the gunnery lieutenant, who was wounded on his breast and hand, came to receive me.

He spoke a little English, and when I asked him where his captain was, replied that he was lying seriously wounded in the sick bay. To my question about the commander he answered that he had gone to the flag-ship Nicholai. Thus far we had understood each other, but this was the limit of our mutual powers. Meanwhile other officers gathered together, but all shook their heads when I asked them one by one if they spoke English. Just when I was feeling somewhat perplexed at my inability to make myself understood, Lieutenant Shinjiro Yamamoto, who was a good French scholar, visited the Orel on a message from the Commander-in-chief. Availing myself of this good opportunity, I pointed out through him to the Russian officers, how the ship was to be transferred.

Before this, however, and as soon as we had boarded the vessel, guards had been stationed at different posts. Sentries were set over dangerous places such as magazines and so on, and a very strict watch kept all over the ship.

Moreover to our officers had been assigned respectively the care of the navigation, gunnery and torpedo departments, as well as that of the engine-room and the hull, and accompanied by the Russian officers they were engaged in the business of transference.

Next the dangerous powder and torpedo magazines were examined ; scattered ammunition cleared away ; the sea valves inspected by our engineers and stokers, and the engines handed over to them in such a way that no hindrance to navigation might arise. In fact the utmost precautions were taken against dangerous attempts of any kind. We also did our best to send the prisoners on board the Asahi and Kasuga. Some of these, lost to all sense of shame, were reeling about in an intoxicated condition, having evidently broken into the spirit room and stolen the liquor. Their mates had to look after many of them and consequently all their preparations for leaving the ship were slowly made. Besides not only did a high sea render embarkation in boats difficult, but also the boats themselves were too few for the proper conveyance of the prisoners. Meanwhile I began a tour of inspection accompanied by a Russian surgeon who could speak and understand English pretty well, and a messenger from our signal men.

We passed first through the ward-room where we examined the whole number of the wounded prisoners, and then went into the sick bay to visit the seriously wounded captain and other damaged officers.

The captain had been hurt by a splinter during the engagement of the 27th, when he was in the

conning tower, and had been confined to his bed ever since, his head and breast dressed with the same blood-stained bandages. He was miserably pale and almost unconscious, and the surgeon accompanying me said after examining his pulse, "Probably he will not live until to-morrow morning."

Besides the captain there were four wounded officers, all of whom appeared to be slightly hurt only.

The number of casualties was returned as 20 killed and 47 wounded including petty officers and men. I thought it rather strange that the list was so small considering that the ship had suffered so severely, with about 40 holes easily visible at a glance on the outside, and an almost innumerable number inside too. On my asking how it was, they explained that as a great number of casualties occurred in the first stage of the battle, their gunners were instructed to fight the guns in the armoured turrets only, and those engaged at the other guns were all made to take shelter on the lower deck. For my part I suspected that some indeed might have taken shelter under orders, but others might have concealed themselves to avoid duty on the upper deck.

After leaving the sick bay we inspected all parts of the upper and lower decks. The high sea running since the previous night made the water

rush in through the shot holes, over some parts of the deck so plentifully that we were over our shoes in it, and quilts were placed on the deck to make a raised causeway for us to pass over.

The cabins were all shattered, and scarcely any habitable rooms were to be found, except one on the starboard side in the forward part of the main deck; the ward-room and sick bay in the after part, and the admiral's and commander's cabins on the lower deck. Every spot on board appeared to have been the site of a great fire. Forward the corpses had not yet been disposed of and their disagreeable smell made us hesitate to go there.

Shells and cartridge cases were scattered about everywhere; the battered sides showed unexpected portholes, and the armour plates bore marks of the terribly destructive power of our Shimose power. The scene was miserable in the extreme; more especially in the middle part of the upper deck, where the vedette boats are carried; there it was really too awful to look at.

After this inspection I proceeded to the fore bridge to hear our officers' account of their examination of the parts of the ship to be transferred to us. One after another, as they completed their survey, reported that, as the Russian officers accompanying them spoke no English, they had been

consequently forced to carry out their examination themselves, and in order to conclude the transfer had passed those parts that came under their own observation as all in order. Our next duty was to assign rooms to our officers and men. The commander's cabin was appointed for the use of our staff, and the Russian officers made to leave it. For our petty officers and men the admiral's cabin was selected. The uncovered fore-castle was set apart as sleeping quarters for their petty officers and seamen, and as there was no cabin for the Russian officers they were ordered to stay with the wounded in the ward-room.

It is true we had now assigned the quarters, but as the water had come in and washed right over the deck we had to plant out benches or drawers on the floor of the cabins, such as the commander's, to keep our feet out of the water, and had sometimes even to resort to baling.

In the midst of all this turmoil the trans-shipment of the prisoners was carried out, and before sunset we had only been able to transfer 500 of them to the Asahi and Kasuga. The intelligent and obedient among them vied with one another to get on board the two ships, while those who remained behind were intoxicated, and proved themselves to be the most intractable heroes, bubbling over with nonsensical speeches, probably

on account of despair having driven them to drink.

About sunset the combined fleet began to get into motion, but our engineer considered that he had too little help to manage the engines properly. We were therefore allowed as a matter of expediency to employ the prisoners, and ordered the Russian chief engineer to retain on board as many as possible of his staff.

But the instructions were not rightly understood and most of his men went over to the Asahi, while it was hard to find whether those remaining were stokers or not ; so our men, though few in number, undertook to get the engines ready for running.

At sunset the fleet began to move and our orders were to follow in the rear of the 1st Division in the order of the Nicolai I., Orel etc.

On preparing to start the engines we found, among other mischiefs, the steam-pipe valves all closed, and the safety-valves of the boilers already open, or wedged up with pieces of iron so that they could not be closed. It took some time to put this right, and even then we could not at once get the engines turning round so that we were obliged to lag behind the main squadron. In these circumstances the destroyer Usugumo (Lieutenant Commander Chukichiro Masuda) was sent to us to

act as convoy. This was a great convenience for keeping up communication with the other ships, but we could not get much use out of it.

At 10.20 p.m. we made a trial trip with quite satisfactory results, but still there were some leaks through which steam escaped. With repeated break-downs we did our best to navigate astern of the main squadron, but could not work up our speed to more than five or six knots.

At 12.5 a.m. on the 29th of May we came to a dead stop on account of certain engine troubles, and after that they recurred so frequently that we could only navigate a little over ten knots.

Suddenly at 1.45 a.m. the hull of the ship listed three or four degrees to port. When the bilge-water was examined nothing unusual was noted, but the Russian officers were afraid of her capsizing and hurried to put on their life jackets, etc. All the other prisoners shared their fears, and added much to the tumult. As this proceeding made matters worse we had to instruct and pacify them by telling them there was nothing at which to be seriously alarmed.

At 3.28 a.m. the water in the boilers sank below the safety level, and in addition, as we could have no electric light on board it was dark everywhere except in places of comparative importance where we had lighted candles stuck up to give

light for the transaction of necessary business. Early in the night we had heard the distant boom of cannon, but nothing whatever could we find out about any fighting that had taken place since the previous morning. Were we to fall in with the enemy's ships at such a time, without question the prisoners would rise against us. Our only source of reliance was the Usugumo which kept close to us, and as a precautionary measure to guard against any sudden emergency, we distributed among our men all the rifles and ammunition we had taken possession of.

In case the ship had to be sunk or handed over to the enemy again, to lose our lives would be easy, but the much greater loss of our honour as warriors would be harder to bear. As these thoughts crowded upon me, I felt greatly distressed with anxieties not easy to recount here.

For the same reason the Usugumo could not be despatched to make her report before dawn, and we waited in ceaseless vigilance for the day to break.

For one thing we wanted to find out where the water for the boilers was kept, neither could we ascertain whether there was any damage to the ship's bottom, and considered it too dangerous to open the double bottom.

Postponing our examination till after dawn,

we made inquiries among the prisoners if there was any boiler water and where it was kept.

At 4.15 a.m. the Usugumo was sent to a certain spot to report our present plight to the flag-ship, and request the assistance of a tug.

On her way she fell in with the Asama and told Captain Yashiro all about it. The Asama had several shots in her stern, and her after part was submerged four or five feet with the weight of the water she had consequently made. In spite of that she prepared to come and give us a tow, and so the Usugumo did not send a telegram to the flag-ship. However by the time the Asama reached us we had already prepared for navigation, and did not therefore ask for her help.

At 7.45 we found out where the water was kept and set about our trial run which proved very satisfactory. Taking into consideration the dangers arising from the water we should make through the holes in our sides when wind and sea were high, we deemed it wiser to put back to the nearest naval port which would be Maidzuru.

Our engineers and stokers had not had a wink of sleep since the night before, and some of them fainted at their posts. These were encouraged to go on with their work ; and by united efforts ten boilers were started up ; yet this was only sufficient to drive the ship 7 or 8 knots. Consequently ten

auxiliaries were enlisted from the common seamen, and any Russian stokers volunteering their services were accepted. Our engineer and his subordinates were thus enabled to enjoy a spell of rest in turn. Their labours were indeed arduous.

At 8.18 we began our voyage for Maidzuru, and as the Usugumo returned to us at 9.20 we despatched her to Oki to send important telegrams to the Commander-in-chief of the combined squadrons, and of the Maidzuru Naval Station, as well as to the Minister of the Navy. At 8.35 we met the flag-ship Mikasa, and got permission to put back to Maidzuru, the Asahi and Asama accompanying us as convoy and the Usugumo being sent in haste to Oki to telegraph from there.

At 11.30 four wounded prisoners died and we held a funeral service, which all the guards not on watch and petty officers and men off duty were made to attend.

We had brought with us on board nothing but hard biscuits and tinned provisions, and up till now had not been able to prepare anything for our meals. Now, however, things on board were somewhat settled so that we had time to cook our food, and we made use of the galley and kitchen for that purpose. As for the victuals for the prisoners, we left the matter entirely in their

own hands, and our cooking time and theirs' unexpectedly clashed.

Their officers were apparently unable to get even hot water, and coming to me said that they had several wounded officers, from the captain downwards, to whom they would like to give something well cooked, but they could no longer use the galley as our rations had to be prepared there.

They begged for our sympathy towards their wounded companions and requested permission to use the kitchen after us.

They were thus quite fluent in English, while they had answered nothing but "No," when I asked them if they spoke that language.

I told them that we much sympathised with the captain and the other wounded, and that they should be allowed to use the galley within appointed hours; at which with a thousand thanks for our kindness they withdrew.

We were very much amused at their being driven by hunger to speak English after their previous repeated denials of any ability to do so, and could not help laughing at them after they had left us.

When their volunteer watch was over, bottles of wine were given to the Russian stokers who assisted our men, and they were highly pleased.

It was another source of amusement to us to see them joyfully bow before us, and hug the bottles when they were served out to them at the time of their relief.

There was no necessity to employ the common seamen among the prisoners, and therefore no reason to supply them with wine. Nevertheless the simpletons would come to the door of our officers' room, repeatedly salute with upraised hands, flatter us with unintelligible chatter in Russian, and even mimic the action of drinking wine, lifting their hands to their mouths as though they were cups. Every time these troublesome fellows came we had to scold them and drive them off.

At 8.10 Captain Jung died of his serious wounds, and the Russian officers asked me to direct them how he was to be buried. I told them that a grand funeral should be held at Maidzuru, but they all requested that he should be buried at sea. We fell in with their wishes and decided to hold the ceremony early next morning. That night one of the prisoners, a Pole, came secretly to us and said that one of the Russian engineers had attempted to open the sea valves and sink the ship. As the prisoners were in great fear of this eventuality, we examined the officer in question and confined him in a room with sentries before the door. At the same time

stricter watch was kept over all sea valves, and every possible precaution taken to protect the magazines used for keeping powder and other dangerous materials. Any key for the sea cocks still in store was routed out and disposed of, and we took the opportunity of signalling the Asama and Asahi that a circumstance had occurred necessitating grave precautions on our part, and asking them to keep a close eye upon us. Captain Yashiro of the Asama replied that he would send more men if we wanted them ; but while thanking him for his offer I declined it, informing him that there was no present necessity. While thus keeping strict watch with sentries stationed at the entrance to the engine-room, as well as over the sea valves and so on, every Russian engineer or stoker entering and leaving the room was stopped and examined at the point of the bayonet. Some of them accused our sentry of wounding them with his weapon, and the absence of a common language made matters worse, but on examination all their accusations proved to be ridiculous.

One of the Russian officers being, as I have stated, under confinement, a brother officer pleaded his cause with me, asserting that we were wholly mistaken in our suspicions, and asking for his release.

Later on he presented the same petition

from all the Russian officers. "We are told," said he, "he is now confined under suspicion of an attempt to open the sea valves and sink the ship. We all guarantee that he committed no such action, and beg that he may be enlarged, as we will all be responsible for his never leaving the ward-room. Let us remind you that if he had wanted to sink the ship, he would have done so before our surrender. Now we have already obeyed our Admiral's orders to surrender, and it is absurd to suppose that any one of us would secretly try to sink the ship at this time of day. Don't you really think so, Captain?" He proffered many other reasons in his defence, but I told him that, while quite appreciating all he had said, there were other considerations on account of which his brother officer was kept confined, and refused any further discussion as useless.

The next morning, before we entered Maidzuru, first pledging all the Russian officers to take charge of him and not allow him out of the ward-room, I set him free for the first time.

When we were told that one of the Russian officers had made such an attempt, some of the younger members of our staff got so excited that they wanted to shoot him out of hand. I, however, warned them against such an action, and said, "We must pay proper regard to the honour of

the Russian officers after they have surrendered, and guard against any rash deed on our part. In every thing we must be fair. I have great sympathy with this imprisoned officer. The accusation against him is almost incredible, but yet the matter entail great consequences, and we are obliged to take precautions." Thereupon I bade my subordinate officer go and take him a bottle of wine. When Lieutenant Shoichi Kawakami with the bottle in his hand entered the room in which the prisoner was confined the latter was greatly astonished, and said with paling cheeks, "Are you come to seize me?" When therefore he found out that a present of wine had been sent him, he was pleasantly surprised and expressed his hearty thanks for our good will.

The funeral of Captain Jung was held at 7.30 a.m. on May 30th. I recollected how when Iehisa Shimadzu attacked Shoun Takahashi at the castle of Iwaya Chikuzen in the Tensho era, he invited priests to conduct the funeral with due respect. An altar was set up on which he burned incense at the funeral in honour of Shoun Takahashi. "I grieve that I was born in a warrior's family and have now to kill such a valiant general myself," said he. When every preparation had been made for the funeral, again Yoshihisa Shimadzu clasped his hands and reverently closed his eyes when

his enemy's head was brought before him by Takanobu Ryuzoji. In days of old all generals treated their defeated enemies in a similar way, and our code of *Bushido* ought to be carried out in a like manner to-day.

Mr. Jung was a captain who fought bravely to the death for his native land, and on receipt of permission from our senior captain I ordered a flag to fly half mast, and a firing party to parade at the funeral which was attended with due respect by all our officers, petty officers and men.

The Asama too had a flag half masted, and paraded all hands. How did it strike the Russian officers and men when they heard of this? We wonder.

We reached the entrance to the port of Maidzuru at noon, Admiral Hidaka, Commander-in-chief of the Naval Station, coming out to welcome us in a steam-launch, while the Asama and Asahi were greeted with lively strains from the band. The Orel had a tug close by her side from the outside of the port in order to assist her to enter, and cast anchor safely at 1. p.m.

The Russian prisoners, officers and men 268 in all were sent to the Naval Barracks, and their wounded, 42 in number, to the Hospital there.

After the officers and men from the Asahi and Kasuga had left, the Orel was handed over to the

Chief of the Naval Reserve ships at 9 p.m. that night.



SUPPLEMENTARY.

Official Reports.

(ISSUED ON MAY 29.)

The following are the reports received from Admiral Togo, Commander-in-chief of the Combined Fleet, on the naval battle going on in the Sea of Japan since May 27 :

I.

(RECEIVED, MAY 27, FORENOON.)

Having received the report that the enemy's war-ships have been sighted, the Combined Fleet will immediately set out to attack and annihilate them. Weather is fine and clear, but the sea is high.

II.

(RECEIVED, MAY 27, NIGHT.)

The Combined Fleet to-day met and gave battle to the enemy's fleet in the vicinity of Okinoshima, and defeated them, sinking at least four of their ships and inflicting serious damages on the rest. Our fleet sustained only slight injuries.

Our destroyers and torpedo boats delivered daring attacks upon the enemy after dark.

III.

(RECEIVED, MAY 29, AFTERNOON.)

Since the 27th, the main force of our Combined Fleet has continued its pursuit of the remnant of the enemy's vessels. Encountering on the 28th, in the neighbourhood of Liancourt Rocks, a group of Russian ships consisting of the battleships *Nicholai I.* and *Orel*, the coast defence ships *Admiral Senyavin* and *General Admiral Apraxin* and the cruiser *Izumrod*, we immediately attacked them. The *Izumrod* separated herself from the rest and fled. The other four war-ships, however, soon surrendered. Our fleet sustained no losses.

According to the prisoners, the Russian war-vessels sunk during the engagement on the 27th were the battleships *Borodino* and *Alexander III.* the cruiser *Jemtchug*, and three other ships. Some 2000 Russians, including Rear-Admiral Nebogatoff, have been taken prisoner.

IV.

(RECEIVED, MAY 30, AFTERNOON.)

The naval engagement which took place from the afternoon of May 27 to May 28 inclusive, shall

be styled the Naval Battle of the Sea of Japan.

V.

(RECEIVED, MAY 30, AFTERNOON.)

The main body of the Combined Fleet, as already reported in a previous telegram, surrounded and bombarded the main force of the enemy's remaining fleet near Liancourt Rocks on the afternoon of May 28. The enemy having surrendered, we suspended our bombardment and were engaged in the disposal of these ships, when at about three o'clock we sighted to the south-west of us the *Admiral Oushakoff* steaming northward. I immediately ordered the *Iwate* and *Yakumo* to pursue her. They invited her to surrender, but the advice being refused, they attacked and sank her a little past six o'clock. Over 300 of her crew were rescued.

At about five o'clock, the enemy's ship *Dmitri Donskoi* was sighted to the north-west of us. The fourth fighting detachment and the second destroyer flotilla overtook her, and fiercely attacked her until it was dark. As she was then still afloat, the destroyer flotilla attacked her during the night, but the result was unknown. The next morning, however, she was discovered by the second destroyer flotilla aground on the south-east coast of the Ullondo Island. The above-mentioned flotilla, to-

gether with the *Kasuga*, are now engaged in the disposal of the disabled Russian ship.

Toward dusk on the 28th inst., the destroyer *Sazanami* captured the enemy's destroyer *Biedovi* at the south of Ullondo. On board her were found Vice-Admiral Rodjestvensky, the Commander-in-chief of the Russian squadron, Rear-Admiral Enquist, their staff officers and others, numbering altogether over 80. They had boarded the *Biedovi* after the flag-ship *Kniaz Souvaroff* was sunk during the engagement on the 27th inst. They have all been taken prisoner. The two admirals are severely wounded.

The *Chitose*, while going northward on the morning of the 28th inst., discovered a Russian destroyer and sank her.

I have also received a report from the *Nitaka* and *Murakumo* that they defeated a torpedo boat destroyer of the enemy and forced her to beach herself in the neighbourhood of Chukpyön Bay (Ullondo) at about noon on the 28th inst.

Summing up the reports so far obtained, and the statements of the prisoners of war, the Russian war-ships sunk in the engagement of the 27th and 28th, are the *Kniaz Souvaroff*, *Alexander III.*, *Borodino*, *Dmitri Donskoi*, *Admiral Nachimoff*, *Vladimir Monomach*, *Jemtchug*, *Admiral Oushakoff*, an auxiliary cruiser, and two destroyers. The ships cap-

tured are five, namely the *Nicholai I.*, *Orel*, *Admiral Apraxin*, *Admiral Senyavin*, and *Biedovi*. According to the prisoners of war the enemy's battleship *Oslabia* was sunk after sustaining severe damage between 3 and 4 p.m. on the 27th. They further say that the battleship *Navarin* was also sunk.

In addition to the above, the third fighting detachment reports that it observed the enemy's cruiser *Almaz* disabled and about to sink at sunset on the 27th inst. But, as there still remains some doubt about it, her fate will be reported later on after further investigations, together with the result of the attacks delivered by our destroyers and torpedo boats, about which no report has yet been received.

As for the damages sustained by the various ships of our Fleet, no detailed report has yet reached me; but within the scope of my personal observation, none of our ships have received any serious damage, all of them being still engaged in operations. Nor has there been sufficient time to make investigations as to the extent of our casualties. But I may state that there have been more than 400 officers and men killed and wounded in the first fighting detachment alone.

Lieut.-Commander H.I.H. Prince Higashi-Fushimi is safe. Rear-Admiral Misu was, however, slightly wounded during the engagement of the 27th.

VI.

(RECEIVED, MAY 30, AFTERNOON.)

I consider that the report that the battleships *Oслиabia* and *Navarin* were sunk is well-founded.

SUPPLEMENTARY NOTE.

It has been definitely reported that the battleship *Sissoi Veliki* was sunk on the morning of the 28th inst. The total losses of the enemy may now be stated as follows :

SUNK.

BATTLESHIPS :

<i>Kniaz Souwaroff</i>	(13,516 tons).
<i>Imperator Alexander III.</i>	(13,516 tons).
<i>Borodino</i>	(13,516 tons).
<i>Oслиabia</i>	(12,674 tons).
<i>Sissoi Veliki</i>	(10,400 tons).
<i>Navarin</i>	(10,206 tons).

CRUISERS :

<i>Admiral Nachimoff</i>	(8,524 tons).
<i>Dmitri Donskoi</i>	(6,200 tons).
<i>Vladimir Monomach</i>	(5,593 tons).
<i>Svietlana</i>	(3,727 tons).
<i>Jemtchug</i>	(3,103 tons).

COAST DEFENCE SHIP :

<i>Admiral Oushakoff</i>	(4,126 tons).
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SPECIALY COMMISSIONED VESSELS :

Kamtchatka (7,207 tons).
Irtish (7,507 tons).

DESTROYERS :

Three destroyers.

CAPTURED.

BATTLESHIPS :

Orel ... (13,516 tons).
Imperator Nicholai I. (9,594 tons).

COAST DEFENCE SHIPS :

General Admiral Apraxin (4,126 tons).
Admiral Senyavin (4,960 tons).

DESTROYER :

Biedovi (350 tons).

Thus the enemy's total losses may be classified as follows :—

	Sunk.	Captured.	Total.
Battleship	6	2	8
Cruisers	5		5
Coast defence ships	1	2	3
Specially commissioned vessels	2		2
Destroyers	3	1	4
	<hr/>	<hr/>	<hr/>
Total numbers.....	17	5	22
Total Tonnage.....	153,411 tons.		

In addition to the above, the cruiser *Almaz*

(3,285 tons) is suspected of having been sunk.

The prisoners number more than 3000 including Vice-Admiral Rodjestvensky, Rear-Admiral Nebogatoff, and Rear-Admiral Enquist.

VII.

(RECEIVED, MAY 30, AFTERNOON.)

From the reports which have since poured in from the different squadrons and detachments under my command, it is now certain that the enemy's battleship *Oslibia*, having been seriously damaged in the early stage of the engagement on the 27th inst. left the fighting line and was the first to sink, at a little past three o'clock in the afternoon. As for the battleships *Sissoi Veliky* and the cruisers *Admiral Nachimoff* and *Vladimir Monomach*, in addition to the mauling they had received during the daytime, they were so severely damaged by torpedo boat attacks during night, that they lost all power of fighting and navigation; and while they were drifting about the next morning in the neighbourhood of Tsushima, were discovered by our converted cruisers *Shinano Maru*, *Yawata Maru*, *Tainan Maru*, *Sado Maru*, etc. When our ships were about to capture them, they all went to the bottom. Survivors from these Russian warships, about 915 in number, were rescued and

cared for on board our ships, and in private houses on the coast. It is also certain from the statement of the survivors from the battleship *Navarin*, that she sank as the result of four hits from our torpedo boats after dusk on the 27th inst.

According to a report from the Commander of the *Niitaka*, the enemy's cruiser *Svietlana* was found by the *Niitaka* and *Otowa* off Chukpyön Bay on the 28th inst. at about 9 a.m., and sunk by our ships.

There are grounds for suspecting that the *Aurora* and the *Almaz* were sunk by our torpedo boats on the night of the 27th inst. In a previous report, the *Jemtchug* was included among the ships that were sunk, but as there is room for doubt, I have to withdraw my report on this matter until the completion of more accurate investigations.

Putting together what I have reported in my previous telegrams and what I have thus far submitted in the present despatch, I may say that the eight battleships, three armoured cruisers and three armoured coast defence ships, which constituted the enemy's main strength, have all been sunk or captured, and as for the second class cruisers and other ships which served as the fleet's hands and feet, they have also for the most part been destroyed. The enemy's fleet has thus been practically annihilated by this one battle.

As for the losses sustained by us, I am in a position to state that, according to later reports, no ships have been lost except the three torpedo boats, numbers 34, 35, and 69, which were sunk by the enemy's fire during the night attack of the 27th inst. The greater part of their crews were, however, picked up by their fellow boats. As for the damage received by the ships of and above the destroyer class, it is so unexpectedly slight, that none of those ships are unfit for future active service.

With regard to the casualties among our officers and men, I expected from the outset that the list would be a long one. But as a matter of fact, later reports disclose the fact that the loss has been comparatively small. The present estimate falls below 800. The reports about the killed and wounded will be at once telegraphed as they come in, so that their families may be consoled with as little delay as possible.

In the present battle which was fought with almost the entire strength of the fleet on both sides, not only was the field of operations extremely extensive, but the weather was very misty, so that even where there was no smoke of guns or coal, the vision could not reach beyond five *ri* (12½ miles). It was impossible, even in daytime, to keep the operations of all the squadrons under

my command within the range of my view. Moreover, the fighting continued for two days and nights, and the squadrons have pursued the scattered enemy in every direction, some of them being still engaged in various duties in connection with the completion of the battle. As for particulars of the actions of the entire forces, it will be some days before I may be able to forward detailed reports.

VIII.

(RECEIVED, MAY 31, NIGHT.)

According to the report of the Commander of the cruiser *Kasuga*, which joined the Fleet this afternoon with the survivors from the *Dmitri Donskoi* on board, the latter ceased pumping operations on the morning of the 29th and sank herself by opening her Kingston valves. Her crew landed on Ullondo Island. They included the survivors from the enemy's sunken war-ship *Oслиabia* and destroyer *Vidny*. The *Vidny* took on board Vice-Admiral Rodjestvensky, Commander-in-chief of the Russian Fleet, and his staff from the enemy's flag-ship, prior to the latter's sinking on the afternoon of the 27th. While engaged in the work of taking in these officers, the *Vidny* was struck by a shell from one of our war-ships. She subsequently took in more than 200 survivors from the battleship

Oслиabia. As this rendered it difficult for her to continue her further voyage, she removed Vice-Admiral Rodjestvensky and his staff to the destroyer *Biedovi*, and then fled northward. She met the *Dmitri Donskoi* on the morning of the 28th, removed all the members of her crew to the cruiser, and then sank herself. According to the statement of the survivors from the *Oслиabia*, that vessel had her conning tower struck by a shell at the beginning of the engagement of the 27th, which killed Admiral Fölkersam. In consequence of the severe and concentrated fire of our war-ships, the *Oслиabia* finally sank in the midst of her fellow war-ships at a little past 3 p.m., the same day. According to the survivors from the *Dmitri Donskoi*, two Russian destroyers were observed to sink while the engagement was raging at noon on the 27th. If the latter statement is correct, the number of the enemy's destroyers so far reported as sunk has reached six.

IX.

(RECEIVED, JUNE 1, AFTERNOON.)

The detachment including the *Yakumo* and *Iwate*, which on the 30th May, having returned from the pursuit to the north, at once set out for the search to the south, has just returned (in the

afternoon of June 1). The detachment thoroughly searched the neighbourhood of Torishima and also the Shanghai route, but failed to discover any of the enemy's vessels. According to the report of Rear-Admiral Shimamura, Commander of the Second Squadron and on board the *Iwate*, the hostile war-ship *Jemtchug* was sunk almost immediately during the battle of the 27th, at 3.07 p.m. at a point 3000 metres from the *Iwate*, by the fierce gun fire from the latter. At that time, the *Jemtchug* was on fire and enveloped in dense smoke, which prevented other ships in our fleet from witnessing her sinking. It was for this reason the event was lately reported as doubtful.

X.

(RECEIVED, JUNE 2, AFTERNOON.)

Of the enemy's specially commissioned vessels, those which were sunk during the engagement of the 27th were the auxiliary cruiser *Ural*, transport *Irtish*, repairing ship *Kamtchatka*, and another vessel. The latter was one of the two tug-boats which were following the enemy's squadron for the purpose of facilitating its coaling operations. The sinking of this vessel was reported by the prisoners. Of the enemy's ships observed at the scene of the battle at its commencement, those whose where-

about is yet unknown are the second class cruisers *Oleg* and *Aurora*, the third class cruisers *Izumrod* and *Almaz*, three specially commissioned vessels, two destroyers and one tug-boat. The rest have all been sunk or captured. Among these remnants, the *Oleg* and *Aurora* were within the range of fire from our third and fourth fighting detachment and were observed to be on fire several times. Though they may have escaped destruction, a number of days must elapse before they are able to recover their fighting power.

Admiral Togo's Report of the Battle of the Sea of Japan.

By the help of Heaven our united squadron fought with the enemy's Second and Third Squadrons on May 27 and 28, and succeeded in almost annihilating him.

When the enemy's fleet first appeared in the south seas, our squadrons, in obedience to Imperial command, adopted the strategy of awaiting him and striking at him in our home waters. We therefore concentrated our strength at the Korean Straits, and there abode his coming north. After touching for a time on the coast of Annam, he gradually moved northward, and some days before

the time when he should arrive in our waters several of our guard-ships were distributed on watch in a south-easterly direction, according to plan, while the fighting squadrons made ready for battle, each anchoring at its base so as to be ready to set out immediately.

Thus it fell out that on the 27th, at 5 a.m., the southern guard-ship Shinano Maru reported by wireless telegraphy, "Enemy's fleet sighted in No. 203 section. He seems to be steering for the east channel."

The whole crews of our fleet leaped to their posts; the ships weighed at once, and each squadron, proceeding in order to its appointed place, made its dispositions to receive the enemy. At 7 a.m. the guard-ship on the left wing of the inner line, the Idzumi, reported: "The enemy's ships are in sight. He has already reached a point twenty-five nautical miles to the north-west of Ukujima; he is advancing north-east." The Togo (Captain Togo Masamichi) section, the Dewa section, and the cruiser squadron (which was under the direct command of Vice-Admiral Kataoka) came into touch with the enemy from 10 to 11 a.m., between Iki and Tsushima; and thereafter as far as the neighbourhood of Okinoshima, these ships, though fired on from time to time by the enemy, successfully kept in constant touch with

him, and conveyed by telegraph accurate and frequent reports of his state. Thus, though a heavy fog covered the sea, making it impossible to observe anything at a distance of over five miles, all the conditions of the enemy were as clear to us, who were thirty or forty miles distant, as though they had been under our very eyes. Long before we came in sight of him we knew that his fighting force comprised the Second and Third Baltic Squadrons, that he had seven special service ships with him, that he was marshalled in two columns line ahead, that his strongest vessels were at the head of the right column, that his special service craft followed in the rear, that his speed was about twelve knots, and that he was still advancing to the north-east.

Therefore I was enabled to adopt the strategy of directing my main strength, at about 2 p.m., towards Okinoshima with the object of attacking the head of his left column. The main squadron, the armoured cruiser squadron, the Uriu section, and the various destroyer sections, at noon reached a point about ten nautical miles north of Okinoshima, whence, with the object of attacking the enemy's left column, they steered west, and at about 1.30 p.m. the Dewa section, the cruiser squadron, and the Togo (Captain) section, still keeping touch with the enemy, arrived one after

the other and joined forces. At 1.45 p.m. we sighted the enemy for the first time at a distance of several miles south on our port bow. As had been expected, his right column was headed by four battleships of the *Borodino* type; his left by the *Oслиabia*, the *Sissoi Veliky*, the *Navarin*, and the *Nachimoff*, after which came the *Nikolai I.* and the three coast defence vessels, forming another squadron; the *Jemtchug* and the *Izumirod* were between the two columns, and seemed to be acting as advance scouts. In the rear, obscured by the fog, we indistinctly made out the *Oleg* and the *Aurora*, with other second and third-class cruisers, forming a squadron; while the *Dmitri Donskoi*, the *Vladimir Monomach*, and the special service steamers were advancing in column of line ahead, extending to a distance of several miles.

I now ordered the whole fleet to go into action, and at 1.55 p.m. ran up this signal for all the ships in sight: "The fate of the Empire depends upon this event. Let every man do his utmost."

Shortly afterwards our main squadron headed south-west, and made as though it would cross the enemy's course at right angles; but at five minutes past two o'clock the squadron suddenly turned east, and bore down on the head of the enemy's column in a diagonal direction. The armour-

ed cruiser squadron followed in the rear of the main squadron, the whole forming single column line ahead. The Dewa section, the Uriu section, the cruiser squadron, and the Togo (Captain) section, in accordance with the previously arranged plan of action, steered south to attack the rear of the enemy's column. Such, at the beginning of the battle, were the dispositions on both sides.

Fight of the Main Squadron.

The head of the enemy's column, when our main squadron bore down on it, changed its course a little to starboard, and at eight minutes past two o'clock he opened fire. We did not reply for some time, but when we came within 6000 metres range concentrated a heavy fire on two of his battleships. This seemed to force him more than ever to the south-east and his two columns simultaneously changed their course by degrees to the east, thus falling into irregular columns line ahead, and moving parallel to us. The *Oslibia*, which headed the left column, was soon badly injured, burst into a fierce conflagration, and left the fighting line. The whole of the armoured cruiser squadron was now steaming behind the main squadron in line, and the fire of both squadrons becoming more and more effective as the range decreased, the flag-ship *Kniaz Souvar-*

off and the *Imperator Alexander III.*, which was the second in the line, caught fire and left the fighting line, so that the enemy's order became more deranged. Several of the ships following also took fire, and the smoke, carried by the westerly wind, quickly swept over the face of the sea, combining with the fog to envelop the enemy's fleet, so that our principal fighting squadrons ceased firing for a time.

On our side also the ships had suffered more or less. The *Asama* had been struck by three shells in the stern near the water-line, her steering-gear had been injured, and she was leaking badly, so that she had to leave the fighting line; but she performed temporary repairs, and was very soon able to resume her place.

Such was the state of the main fighting forces on each side at 2.45 p.m. By this interval the result of the battle had been already decided.

Thereafter our main squadron, forcing the enemy in a southerly direction, fired on him in a leisurely manner whenever a ship could be discerned through the smoke and fog, and at 3 p.m. we were in front of his line, and shaping a nearly south-easterly course. But the enemy now suddenly headed north, and seemed about to pass northward the rear of our line. Therefore our main squadron at once went about to port,

and, with the *Nisshin* leading, steered to the north-west. The armoured cruiser squadron also, following in the main squadron's wake, changed front, and thereafter again forced the enemy southward, firing on him heavily.

At 3.7 p.m. the *Jemtchug* came up to the rear of the armoured cruiser squadron, but was severely injured by our fire. The *Oслиabia* also, which had already been put out of action, sank at ten minutes past three o'clock, and the *Kniaz Souvaroff*, which had been isolated, was injured more and more. She lost one of her masts and two smokestacks, and the whole ship, being enveloped in flame and smoke, became unmanageable, and her crew fell into confusion. The enemy's other vessels, suffering heavily, changed their course again to the east. Our main squadron now altered its direction sixteen points to starboard, and, the armoured cruiser squadron following, pursued the retreating enemy, pouring a constantly heavier fire on him, and discharging torpedoes also whenever occasion offered.

Until 4.45 p.m. there was no special change in the condition of the principal fight. The enemy was constantly pressed south, and the firing continued.

What deserves to be specially recounted here is the conduct of the destroyer *Chihaya* and of

the Hirose destroyer section at 3.40 p.m., as, well as that of the Sudzuki destroyer section at 4.45 p.m. These bravely fired torpedoes at the flagship *Souvaroff*. The result was not clear in the case of the first-named boats, but a torpedo discharged by the last-named section hit the *Souvaroff* astern on the port side, and after a time she was seen to list some 10 degrees. In those two attacks the *Shiranui*, of the Hirose section, and the *Asashio*, of the Sudzuki section, being each hit once by shells from ships in the neighbourhood, fell into some danger, but both happily escaped.

At 4.40 p.m. the enemy apparently abandoned the attempt to seek an avenue of escape northward, for he headed south and seemed inclined to fly in that direction. Accordingly our chief fighting force, with the armoured cruiser squadron in advance, went in pursuit, but lost him after a time in the smoke and fog. Steaming south for about eight miles, we fired leisurely on a second-class cruiser of the enemy's and some special service steamers which we passed on our starboard, and at 5.30 p.m. our main squadron turned northward again in search of the enemy's principal force, while the armoured cruiser squadron, proceeding to the south-west, attacked the enemy's cruisers. Thereafter until nightfall these

two squadrons followed different routes and did not again sight each other.

At 5.40 p.m. the main squadron fired once upon the enemy's special service steamer *Ural*, which was near by the port side, and immediately sank her. Then as the squadron was steaming north in search of the enemy, it sighted on the port bow the remaining ships of his principal force, six in number, flying in a cluster to the north-east. Approaching at once, it steamed parallel to these and then renewed the fight, gradually emerging ahead of them and bearing down on their front. The enemy had steered north-east at first, but his course was gradually deflected to the west, and he finally pushed north-west. This fight on parallel lines continued from 6 p.m. to nightfall. The enemy suffered so heavily that his fire was much reduced, whereas our deliberate practice told more and more. A battleship of the *Alexander III.* type quickly left the fighting line and fell to the rear, and a vessel like the *Borodino*, which led the column, took fire at 6.40 p.m. and at 7.23 suddenly became enveloped in smoke and sank in an instant, the flames having probably reached her magazine. Further, the ships of the armoured cruiser squadron, which were then in the south pursuing the enemy's cruiser squadron northward, saw at 7.7 p.m. a ship like the

Borodino, with a heavy list and in an unmanageable condition, come to the side of the *Nachimoff*, where she turned over and went to the bottom. It was subsequently ascertained from the prisoners that this was the *Alexander III.* and that the vessel which the main squadron saw sink was the *Borodino*.

It was now getting dusk, and our destroyer sections and torpedo sections gradually closed in on the enemy from the east, north and south, their preparations for attack having been already made. Therefore the main squadron ceased by degrees to press the enemy, and at 7.28 p.m. when the sun was setting, drew off to the east. I then ordered the *Tatsuta* to carry orders to the fleet that it should proceed northward and rendezvous on the following morning at the Ulneung Islands.

This was the end of the day battle on the 27th.

Fight of the Dewa, Uriu, and Togo (Captain) Section and of the Cruiser Squadron.

At 2 p.m., when the order to open the fight was given, the Dewa, Uriu, and Togo sections and the cruiser squadron, separating from the main squadron, steamed back south, keeping the enemy on the port bow. In pursuance of the

strategical plan already laid down, they proceeded to menace the vessels forming the enemy's rear, namely, the special service steamers and the cruisers *Oleg*, *Aurora*, *Svietlana*, *Almaz*, *Dmitri Donskoi*, and *Vladimir Monomach*. The Dewa and Uriu sections, working together in line, reached the enemy's cruiser squadron, and steaming in a direction opposite to his course, engaged him, gradually passing round his rear and emerging on his starboard where the attack was renewed on parallel courses. Then, taking advantage of their superior speed, these sections changed front at their own convenience, sometimes engaging the enemy on the port side, sometimes on the starboard. After thirty minutes of this fighting the enemy's rear section gradually fell into disorder, his special service steamers and war-ships scattering and losing their objective. At a little after 3 p.m. a vessel like the *Aurora* left the enemy's rank and approached our ships, but being severely injured by our heavy fire, she fell back. Again, at 3.40 p.m. three of the enemy's destroyers sallied out to attack us, but were repulsed without accomplishing anything.

The result of this combined attack by the Dewa and Uriu sections was that by 4 o'clock there had been a marked development of the situation, the enemy's rear section being thrown

into complete disorder. The ships in this quarter had fallen out of their formation, all seemed to have suffered more or less injury, and some were seen to have become unmanageable.

The Uriu section, at about 4.20 p.m., seeing one of the enemy's special service steamers (probably the *Anjier*), a three-master with two smokestacks, which had become isolated, at once bore down on her and sank her. This section also fired heavily on another special service steamer, a four-master with one funnel (probably the *Illis*), and nearly sank her.

About this time our cruiser squadron and the Togo section arriving on the scene, joined forces with the Dewa and Uriu sections, and, all working together, pursued and attacked the enemy's disordered cruiser squadron and special service steamers. While this was in progress, four of the enemy's war-ships (perhaps the coast defence vessels), which had been forced back by our main squadrons, came steaming south and joined his cruiser squadron. Owing to this the Uriu section and our cruiser squadron became heavily engaged with these for a time at short range, and all suffered more or less, but fortunately their injuries were not serious.

Previously to this the *Kasagi*, flag-ship of the Dewa section, had been hit in her port bunker

below the water-line. As she made water, it became necessary for her to proceed to a place where the sea was calm in order to effect temporary repairs. Rear-Admiral Dewa himself took away the *Kasagi* and *Chitose* for that purpose, and the remaining ships of his section passed under the command of Rear-Admiral Uriu. At 6 p.m. the *Kasagi* reached Aburaya Bay, and Rear-Admiral Dewa, transferring his flag to the *Chitose*, steamed out during the night, but the *Kasagi's* repairs required so much time that she was not able to take part in the pursuit the following day. The flag-ship *Naniwa* of the Uriu section, also received a shell below the water-line astern, and at about 5.10 p.m. she had to leave the fighting line and effect temporary repairs.

Alike in the north and in the south the enemy's whole fleet was now in disorder, and had fallen into a pitiably broken condition. Therefore at 5.30 p.m. our armoured cruiser squadron separated from the main squadron, and, steaming south, attacked the enemy's cruiser squadron. At the same time the enemy, forming a group, all fled north pursued by the Uriu section, the cruiser squadron, and the Togo section. On the way the enemy's battleship *Kniaz Souvaroff*, which had been left behind unmanageable, as well as his repair ship, *Kamchatka*, were sighted, and the

cruiser squadron, with the Togo section, at once proceeded to destroy them. At 7.10 p.m. the *Kamchatka* was sunk, and then the Fujimoto torpedo section, which accompanied the cruiser squadron, steamed out and attacked the *Souvaroff*. She made her last resistance with a small gun astern, but was finally struck by two of our torpedoes, and went down. This was at 7.20 p.m. Very shortly afterwards our ships in this part of the action received orders to rendez-vous at the Ulneung Islands, and consequently we ceased fighting, and steamed to the north-east.

Fight of the Destroyer and Torpedo Sections.

The fight during the night of the 27th began immediately after the battle during the day had ceased. It was a vehement and most resolute attack by the various destroyer and torpedo sections.

From the morning of this day a strong south-west wind had raised a sea so high that the handling of small craft became very difficult. Perceiving this, I caused the torpedo section which accompanied my own squadron to take refuge in Miura Bay before the day-fighting commenced. Towards evening the wind lost some of its force, but the sea remained very high, and the state of affairs was very unfavourable for

night operations by our torpedo craft. Nevertheless our destroyer sections and torpedo sections, fearing to lose this unique occasion for combined action, all stood out before sunset, regardless of the state of the weather, and each vying with the other to take the lead, approached the enemy. The Fujimoto destroyer section steamed from the north, the Yajima destroyer section and the Kawase torpedo section from the north-east, bore down on the enemy's main squadron, while the rear of the same squadron was approached by the Yoshijima destroyer section from the east, and the Hirose destroyer section from the south-east. The Fukuda, Otaki, Aoyama, and Kawada torpedo sections, coming from the south, pursued the detached vessels of the enemy's main squadron, as well as the group of cruisers on a parallel line in his left rear. Thus as night fell these torpedo craft closed in on him from three sides. Alarmed apparently by this onset, the enemy at sunset steered off to the south-west, and seems to have then changed his course again to the east. At 8.15 p.m. the night battle was commenced by the Yajima destroyer attacking the head of the enemy's main squadron, whereafter the various sections of torpedo craft swarmed about him from every direction, and until 11 p.m. kept up a continuous attack at close quarters. From nightfall

the enemy made a desperate resistance by the aid of search-lights and the flashing of guns, but the onset overcame him, he lost his formation, and fell into confusion, his vessels scattering in all directions to avoid our onslaught. The torpedo sections pursuing, a pell-mell contest ensued, in the course of which the battleship *Sissoi Veliky* and the armoured cruisers *Admiral Nachimoff* and *Vladimir Monomach*, three ships at least, were struck by torpedoes, put out of action, and rendered unmanageable. On our side No. 69 of the Fukuda torpedo section, No. 34 of the Aoyama section, and No. 35 of the Kawada sections were all sunk by the enemy's shells during the action, while the destroyers *Harusame*, *Akatsuki*, *Ikadzuchi* and *Yugiri*, as well as the torpedo boats *Sagi*, No. 68 and No. 33, suffered more or less from gunfire or from collisions, being temporarily put out of action. The casualties also were comparatively numerous, especially in the Fukuda, Aoyama, and Kawada sections, the crews of the three torpedo boats which sank were taken off by their consorts, the *Kari*, No. 31 and No. 61.

According to statements subsequently made by prisoners, the torpedo attack that night was indescribably fierce. The torpedo craft steamed in so rapidly and so close that it was impossible to deal with them, and they came to such short

range that the war-ship's guns could not be depressed sufficiently to aim at them.

In addition to the above the Sudzuki destroyer section and other torpedo sections proceeded in other directions the same night to search for the enemy. On the 28th at 2 a.m. the Sudzuki section sighted two ships steaming north at a distance of some 27 miles east-north-east of Karasaki. The section immediately gave chase and sank one of the ships. Subsequent statements by prisoners rescued from her showed her to be the battleship *Navarin*, and that she was struck by two torpedoes on each side, after which she sank in a few minutes. The other torpedo sections searched in various directions all night, but accomplished nothing.

The Fight on May 28.

At dawn on May 28 the fog which had prevailed since the previous day lifted. The main squadron and the armoured cruiser squadron had already reached a point some 20 miles south of the Ulneung Islands, and the other sections, as well as the various torpedo craft which had been engaged in the attack during the night, gradually and by different routes drew up towards the rendez-vous. At 5.20 a.m. when I was about to form the armoured cruiser squadron into a search

cordon from east to west for the purpose of cutting the enemy's line of retreat, the cruiser squadron, which was advancing northward, being then about 60 miles astern, signalled that it had sighted the enemy eastwards and that several columns of smoke were observable. Shortly afterwards this squadron approached the enemy and reported that his force consisted of four battleships—two of these were subsequently found to be coast defence vessels—and two cruisers, and that it was advancing north. Without further inquiry it became clear that these ships formed the chief body of the enemy's remaining force. Therefore our main squadron and armoured cruiser squadron put about, and, gradually heading east, barred the enemy's line of advance, while the Togo and Uriu sections, joining the cruiser squadron, contained him in the rear, so that by 10.30 a.m., at a point some 18 miles south of Takeshima (the Liancourt Rocks), the enemy was completely enveloped. His force consisted of the battleships *Orel* and *Nikolai I.*, the coast defence ships *Admiral Apraxin* and *Admiral Senyavin*, and the cruiser *Izumrod*, five ships in all. Another cruiser was seen far southward, but she passed out of sight. Not only had these remnants of the enemy's fleet already sustained heavy injuries, but they were also, of course, incapable

of resisting our superior force. Therefore soon after our main squadron and armoured-cruiser squadron had opened fire on them, Rear-Admiral Nebogatoff, who commanded the enemy's ships, signalled his desire to surrender with the force under him. I accepted his surrender, and as a special measure allowed the officers to retain their swords. But the cruiser *Izumrod*, previous to this surrender, had fled southward at full speed, and, breaking through Togo's section, had then steamed east. Just then the *Chitose*, which, on her way back from Aburaya Bay, had sunk one of the enemy's destroyers *en route*, reached the scene, and, immediately changing her course, gave chase to the *Izumrod*, but failed to overtake her, and she escaped north.

Previous to this, the Uriu section, while on its way north at 7 a.m., sighted one of the enemy's ships in the west. Thereupon the *Otowa* and the *Niitaka* under the command of Captain Arima, of the former cruiser, were detached to destroy her. At 9 a.m. they drew up to her, and found that she was the *Svietlana*, accompanied by a destroyer. Pushing closer, they opened fire, and after about an hour's engagement, sank the *Svietlana* at 11.6 a.m. off Chyukpyöng Bay. The *Niitaka*, accompanied by the destroyer *Murakumo*, which had just arrived, continued the pur-

suit of the enemy's destroyer *Buistri*, and at 11.50 a.m. drove it ashore and destroyed it in an unnamed bay some five miles north of Chyuk-pyöng Bay. The survivors of these two vessels were all rescued by our special service steamers *America Maru* and *Kasuga Maru*.

The main part of our combined squadron which had received the enemy's surrender were still near the place of the surrender, and engaged in dealing with the four captured ships, when, at 3 p.m. the enemy's vessel *Admiral Oushakoff* was sighted approaching from the south. A detachment consisting of the *Iwate* and the *Yakumo* was immediately sent after her, and at a little after 8 p.m. overtook her, as she steamed south. They summoned her to surrender, but for reply she opened fire, and there was nothing for it but to attack her. She was finally sunk, and her survivors, over 300, were rescued.

At 3.30 p.m. the destroyers *Sazanami* and *Kagero* sighted two hostile destroyers escaping east, and then at a point some forty miles southwest of Ulneung Islands. These were pursued at full speed to the northwest, and being overtaken at 4.45 p.m. action commenced. The rearmost of the two destroyers then ran up a white flag in token of surrender, whereupon the *Sazanami* immediately took possession of her. She

was found to be the *Biedvi* with Vice-Admiral Rodjestvensky and his staff on board. These with her crew were made prisoners. The *Kagero* meanwhile continued the chase of the other destroyer up to half-past six, but she finally escaped north.

At 5 p.m. the Uriu section and the Yajima destroyer section, which were searching for the enemy in a westerly direction, sighted the battleship *Dmitri Donskoi*, steaming north, and went in pursuit. Just as the Russian vessel had reached a point some thirty miles south of the Ulneung Islands, the *Otowa* and the *Niitaka*, with the destroyers *Asagiri*, *Shirakumo*, and *Fubuki*, which were coming back from Chyukpyöng Bay, bore down on her from the west and opened fire, so that she was brought between a cross cannonade from these and the Uriu section. This heavy fire from both sides was kept up until after sunset, by which time she was almost shattered, but still afloat. During the night she passed out of sight. As soon as the cruisers had ceased firing on her, the *Fubuki* and the Yajima destroyer section attacked her, but the result was uncertain. On the following morning, however, she was seen drifting near the south-east coast of the Ulneung Islands, where she finally sank. Her survivors who had landed on the islands,

were taken off by the *Kasuga* and the *Fubuki*.

While the greater part of the combined squadrons were thus busily engaged in the north, dealing with the results of the pursuit, there were in the south also some considerable captures of ships remaining at the scene of the action. Thus the special service steamers *Shinano Maru*, *Tainan Maru*, and *Yawata Maru* which had set out early on the morning of the 28th, charged with the duty of searching the place of the engagement, sighted the *Sissoi Veliky* at a point some thirty miles north-east of Karasaki. She had been struck by torpedoes the night before, and was now on the point of sinking. They made preparations for capturing her, and took off her crew. She went down, however, at 11.6 a.m. Again at 5.30 a.m. the destroyer *Shiranui* and special service steamer *Sado Maru* found the *Admiral Nachimoff* in a sinking condition some five miles east of Kotozaki in Tsushima. Thereafter they sighted the *Vladimir Monomach* approaching the same neighbourhood with a heavy list. The *Sado Maru* took measures for capturing both these ships, but they were so greatly shattered and were making water so fast that they sank in succession at about 10 a.m. after their crews had been removed. Just then the enemy's destroyer *Gromky* hove in sight and suddenly steamed off northward.

The destroyer *Shiranui* went in pursuit, and about 11.30 a.m. attacked her, No. 63, a unit of the torpedo boat sections, co-operating in the attack. The enemy's fire having been silenced, the destroyer was captured and her crew were made prisoners, but her injuries were so severe that she sank at 12.43 p.m. In addition to the above, the gunboats and special service steamers of our fleet, searching the coasts in the neighbourhood after the battle, picked up not a few of the crews of the sunken ships. Including the crews of the captured vessels, the prisoners aggregated about 6000.

The above are the results of the battle which continued from the afternoon of the 27th till the afternoon of the 28th. Subsequently, a part of the fleet conducted a search far southwards, but not a sign was seen of any of the enemy's ships. About thirty-eight of his vessels had attempted to pass the Sea of Japan, and of these, the ships that I believe to have escaped destruction or capture at our hands were limited to a few cruisers, destroyers, and special service steamers. Our own losses in the two days' fight were only three torpedo boats. Some others of our vessels sustained more or less injury, but not even one of them is incapacitated for future service. Our casualties throughout the whole

fleet were 116 killed and 538 wounded, officers included, as shown in the detailed list appended.

There was no great difference in the strengths of the opposing forces in this action, and I consider that the enemy's officers and men fought with the utmost energy and intrepidity on behalf of their country. If, nevertheless, our combined squadrons won the victory and achieved the remarkable success recorded above, it was because of the virtues of His Majesty the Emperor, not owing to any human prowess. It cannot but be believed that the small number of our casualties was due to the protection of the spirits of the Imperial ancestors. Even our officers and men, who fought so valiantly and so stoutly, seeing these results, could find no language to express their astonishment.

Comparative Statement.—The Enemy's Ships and their Fate.

I. Battleships, eight ; whereof six were sunk (the *Kniaz Souvaroff*, the *Alexander III.*, the *Borodino*, the *Osliabia* the *Sissoi Veliky*, and the *Navarin*), and two were captured (the *Crel* and *Nikolai I.*).

II. Cruisers, nine ; whereof four were sunk (the *Admiral Nachimoff* the *Dmitri Donskoi*, the

Vladimir Monomach, and the *Svietlana*); three fled to Manila and were interned (the *Aurora*, the *Oleg*, and the *Jemtchug*); one escaped to Vladivostok (the *Almaz*), and one became a wreck in Vladimir Bay (the *Izumrod*).

III. Coast defence ships, three; whereof one was sunk (the *Admiral Oushakoff*) and two were captured (the *Admiral Apraxin* and the *Admiral Senyavin*).

Destroyers, nine; whereof four were sunk (the *Buini*, the *Buistri*, the *Gromky*, and one other): one captured (the *Biedovi*); one went down on account of her injuries when attempting to reach Shanghai (the *Blestyaschtchi*); one fled to Shanghai and was disarmed (the *Bodri*); one escaped to Vladivostok (the *Bravi*), and the fate of one is unknown.

IV. Auxiliary cruiser, one; which was sunk (the *Ural*).

V. Special service steamers, six; whereof four were sunk (the *Kamchatka* the *Iltis*, the *Anestney*, and the *Russi*); and two fled to Shanghai, where they were interned (the *Kovea* and the *Sveri*).

VI. Hospital ships, two; which were both seized, one (the *Kastroma* being subsequently released, and the other (the *Orel*) made a prize of war.

Recapitulation. Thirty-eight ships.

Twenty, sunk.

Six, captured.

Two, went to the bottom or were shattered while escaping.

Six, disarmed and interned after flight to neutral ports.

One, fate unknown.

One, released after capture.

Two, escaped.

Admiral Togo's Report to the Emperor.

On the occasion of his visit to the Imperial Palace on Oct. 22nd Admiral Togo, Commander-in-chief of the Combined Fleet, presented to His Majesty the Emperor the following report on the naval warfare :—

“ Since the departure of the Combined Fleet for the front, in accordance with an Imperial Order, in February of last year, one year and a half have elapsed, and during that period every battle on land and sea has resulted in victory for the Imperial Army and Navy. To day, peace being restored, we, Your Majesty's humble servants, after discharging our duties, are able to return in triumph to the capital. This is solely due to the illustrious virtues of Your Majesty, for which we are very thankful.

“ When the Combined Fleet commenced its first operations on the sea, acting in accordance with the Imperial order, I, in consideration of the state of affairs on land and sea, made it the object of our strategy to press the main force of the enemy’s squadron in the direction of Port Arthur, and to prevent the enemy’s ships from proceeding to the stronghold of Vladivostok. With this end in view we delivered immediate attacks on the enemy at Port Arthur and Chemulpo, and continued to further attack him, gradually diminishing his strength. We also repeatedly attempted the dangerous task of blockading the enemy’s port, and laid mines in front of the latter, in order to minimize the sphere within which the enemy could operate. A portion of the Fleet was stationed at a strategical point in the Korean Straits, with the object of checking the enemy at Vladivostok, and at the same time of making the straits a second line of defence against the enemy at Port Arthur. During the first half of this period of operations, the enemy, taking advantage of the locality, always assumed the defensive, thus making our repeated attacks fruitless. Toward the middle of August, when the main force of the enemy’s squadron attempted to escape from Port Arthur to Vladivostok, the battles in the Yellow Sea and off Ulsan took place. By the

enemy's action during these battles, we were successful in fully understanding his plan of operations, and in accomplishing more than half of our scheme. Afterwards, the military operations against the enemy gradually improved, and the untiring efforts of our Investing Army in the rear of Port Arthur, acting in co-operation with the permanent blockade at sea, finally resulted in the destruction of the main portion of the enemy's squadron at the stronghold. Reviewing the operations during this period, we believe that our success further increased as the war progressed, and that during this some ten months of fighting the energy and bravery of our officers were displayed to the highest degree. We further believe that in spite of the death of not a small number of our brave officers and men, and the destruction of several war-ships, the final result of the war was then determined, and the decisive victory in the Sea of Japan may be traced to this first period of operations.

“The second period of the naval operations commenced with this year. Our fleet re-organized its forces so as to meet the enemy's second squadron. At the same time the Russian littoral provinces were blockaded, and a detachment was occasionally sent to the southern seas in order to carry out demonstrations along the enemy's

route. During this period, the number of vessels seized at the Tsushima, Tsugaru, Soya, Kumajiri and other straits reached more than 30. In May, as the enemy's second squadron appeared in the neighbouring waters, our entire forces were concentrated at the Korean Channel, acting on the principle of meeting an exhausted enemy by a force ready for action. By the grace of Heaven, our gallant officers and men scored successes one by one; and the enemy being swept away from the surface of the sea once and for all, by the battle of the Sea of Japan, the operations of the period were brought to a conclusion.

“ Since then the sea has been completely under our control in name and reality, and the third period of the naval operations opened with a great decrease in our duties. At times we assisted the army in the conquest of Karafuto, and discharged our duties of co-operation without the loss of a single life. At intervals we carried out demonstrative operations in North Korea. The blockade of the Russian provinces, on the other hand, was firmly maintained till the restoration of peace.

“ In short, the operations of the Combined Fleet were carried out in order to elucidate the situation in the first period, to achieve victory in the second period, and to reap the fruits of such

victories in the third period. In spite of the importance and difficulty of the task the naval operations on the whole made smooth progress, and have been brought to the present conclusion. The Imperial war-ships which have returned to Tokyo Bay in triumph, number more than 170, including small craft. Though several vessels were lost in the war, still we have the honour to mention that our fleet, having acquired several vessels as prizes of war, retains a strength not inferior to that before the war. In conclusion, I, Your Majesty's humble subject, appreciate the successes won by the Army in Manchuria and Corea, from which the Combined Fleet derived considerable benefit, and the assistance and co-operation of the various departments of the Navy, and other offices, to which are attributed the satisfactory progress of the naval operations. I beg herewith to respectfully submit to Your Majesty the proceedings of the Naval Review, and the intimation of the conclusion of our duties corresponding to Your Majesty's order.

“ HEIHACHIRO TOGO,
“ Commander-in-Chief of the
“ Combined Fleet.”

The Admiral's Final Order on Dispersal of the Combined Fleet.

Amiral Togo, before the dispersal of the Combined Fleet, issued the following Order to the officers and men :—

The twenty months' war has now become a thing of the past, and our Combined Fleet is about to disperse. But this will not bring any change in the responsibilities of our Naval men. In order to preserve for all time the fruit of the late war, and to uphold the rising prestige of the Empire, it is necessary that the Navy, which in peace or war equally must stand as the country's outer bulwark, should maintain its full strength on the sea, and be ready for any emergency. Naval strength does not merely depend on possessing ships and guns, but mainly depends on an invisible but real power, the effective power of the men who use the ships and guns. If one gun can fire a hundred shots that hit their mark every time, it is as good as a hundred guns which can each hit only once in a hundred times. Therefore in the Navy, we ought to aim at being strong, apart from the strength of the material which we handle. Our recent naval victory, while it was attributable in large measure to the illustrious virtues of H. M. the Emperor, was also

due to our training in ordinary times. If we can deduce the future from the past, we must not rest at ease, even at present when the war is concluded. The life of a naval man is a never-ceasing war and whether the country is engaged in a war or not, makes no difference in his responsibilities. In war he may display his strength, and in peace he should accumulate it. Always he is called upon to discharge his duties. For the past year and a half, we fought against wind and wave, sustained heat and cold, and engaged the enemy in life and death struggles. It was no light task, but it may be regarded as a long series of manœuvres. It was the fortune of the naval men, who participated in the engagements, to draw manifold lessons from them. This fortune more than made up for the hardships of war. Should the Navy men allow themselves to get rusty in time of peace, the war-ships, however majestic their appearance may be, will be like a house built on the sand, easily destroyed by the blast of any gale. We ought to guard ourselves against such slackness.

In ancient times Corea, after conquest by Japan, was under our control for four hundred years, but was lost to Japan, through the weakening of our Navy. In later times, the Tokugawa Shogunate neglected the national defence, with

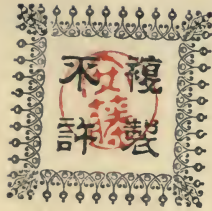
the result that the whole Empire was panic-struck at the advent of a few American war-ships, and then could not prevent Russia gaining a foothold in Saghalien. In the history of the West, the British Navy, emerging victorious at the Nile and Trafalgar, not only gave England a secure position, but, as its force was subsequently maintained at the highest standard of efficiency, has succeeded up to the present in protecting the interests and extending the influence of Great Britain. All these facts, old and new, of the East and West, are dependent to a certain degree on political exigencies, but mainly on the question whether or not the military men forget the time of war in time of peace. We, the naval men whose fortune it is to survive the war, must add the experience obtained in the war to the training of the past, and exert ourselves for the further advancement of the Navy, so that we may not fall behind the times. Only when, being ever mindful of the Imperial instructions, we have made strenuous efforts, and kept our strength and energy up to the mark, against the time of necessity, may we hope for the successful execution of our duties of protecting the country. Heaven gives the laurels of victory in war to those only who keep themselves in training in time of peace, and WIN THE BATTLE BEFORE IT IS FOUGHT. Heaven like-

wise takes away the crown of victory from those who soon grow satisfied with a few victories, and allow their activities to relax in time of peace. The ancient sage says "Tighten your helmet string after a victory!"

HEIHACHIRO TOGO,
Commander-in-Chief of the
Combined Fleet.



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